#### mainercial. TO-DAY. THE SHARE MARKET.

Banka ace very firm to-day at 159 per cent, premines for cash, but no transactions of any particular, interest, have been reported. A further slight depreciation in Dobks has to be noted, cash sellers at 32 now ruling the markets for forward delivery, between two and three hundred shares have been placed at 34 for the end of September, Steamboats are freely offered at 201, but for the present the stock is out of lavor. Some sales of the Ice Co.'s scrip at (i) have been reported, but there are further sellers at that rate. The Wharf and Godown Co.'s shares are in great demand, both for cash and "on time." For cash business has been done at 621 per cent. premium, and for forward dates at 67 for August, 68 for December, 69 for January, and 70 for February. Punjoms are now offering at 114. Other quotations are unchanged.

CLOSING QUOTATIONS. Hougeong and Shanghai Bank-159 per cent premieta, buyers.

Union Institute Society of Canton-\$871 per -share, sellers, Chin : Frailers' insurance Company-\$68 per Plortie Coma lastrance-Tls, 275 per share, buyers. Canton Insurance Company, Limited-\$74 per maire, sellers. Yacquise Openance Association-Tis! 108 per those ar in section Company-\$170 per share,

Distriction conce thunpany, Limited-Tis. 150 tts atthing time lemmance Company-\$3221 per Chamber of the section Company - \$72 per share,

1 M. Sampon Dack Company, 32 . . . . ; remium, sellers. Tran on, and Macao Steamboat Co \$20.1 . . share, sellers!

China and Manch Steam, Ship Company. 60 gree share, buyers Homelong Char, Company-\$135 per share. Hom com, ligiel Company, \$170 per share, "dean Navigation Company,

www.stripera per cent; dis., sellers. Dongles Steamship Company-\$53 per share, Some many Retining Company, Limited -\$147 the magazin, buyers, i. ... Lazon' Sugar Renning Company, Limited-\$55 ner share, sellers.

Hong Whom For Company-\$69 per share, sales and sellers. Sangalong and China Bakery Company, Limited, -- (8) per share.

Chinese Imperial Loan of 1884 A-2 per cent. premium. Currese imperial Loan of 1884 B-8 per cent. Chinese Imperial Loan of 1884 C-10 per cent.

premium, buyers.

Chinese Imperial Loan, of 1886 E-12 per cent. Houghous Rope Manufacturing Company, Limited--\$53 per share, seilers.

Perak Tin Mining and Smelting Company-\$20 Punjom and Sanghle Dua Samantan Mining Co.

-\$112 per share, sellers. Hongkong and Kowloon Wharf and Godown Company -- 621 per cent. premium, buyers.

N	Charles III III - 125 Marker Royal grand consessant	2/IIQ
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### EXPORT CARGOES?

Per Bayern, str., for London.-4, cases Silk Piece Goods, 5 boxes Treasure (value \$145,438), and 500 bales Hemp from Manila. For Copenhagen .- 1 case Silverware. For Colombo .- 1 box Silk Piece Goods. For Antwerp.-12 packages Merchandise. For Beyrouth .- 4 boxes Tea. For Rotterdam .- I box Sundries. For Hamburg .-- 75 cases Cannon Fire Crackers, 6 cases Curios, I case Silk, 19 bags Coffee, 625 packages Fire Crackers, 7 cases Private Effects, and 25 cases Merchandise. For Bremen .- 97 rolls Matting, 60 packages Rattans, 2 cases China lnk, 2 cases Sundries, and 200 bales Hemp from Manila. For New York,-I case Silk Piece Goods!

Per Zambesi; str., for Vancouver -- 36 packages Ten. For Victoria.-1,000 bags Rice, 80 packages Tea, and 1,452 packages Merchandise. For San Francisco, -- 20 boxes Prepared Opium, 14,299 bags Rice, I case Silks, and 3,622 pkgs. Merchandise. For Portland .- I' case Silks and 4 packages Merchandise. For Port Townsend. .-- 1,000 bags Rice, and 19 packages Merchandise. For Sentile.—500 bags Rice, and 98 packages Merchandisc.

### OPIUM MARKET. - THIS DAY.

NEW MALWA ...... per picul, ...... \$550 (Allowance, Taels 16 to 48).

OLD MALWA .....per picul, ...... \$570 to \$580 (Allowance, Taels 16 to 32). NEW PATNA, (without choice) per chest \$480 NEW PATNA, (first choice) per chest ..... \$4821 NEW PATNA, (bottom) per chest..... \$490 NEW PATNA, (second choice) per chest ... \$477 NEW BENARKS, (without choice) per chest \$475 NEW BENARES, (bottom) per chest ..... \$485 NEW PERSIAN (best quality) per picul ..... \$640 OLD PERSIAN (best quality) per picul ..... \$600. OLD PERSIAN (second quality) per picul, \$555

### HONGKONG TEMPERATURE.

(From Mestry, FALCONER & Co.'s Registre).

	An africanal	TO-DAY.		
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	romioter k P.M			
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CHINA COAST METEOROLOGICAL REGISTER

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Laipheag	313.84	88 10	93 61 50	WWW	I.	b b c	=

The harometer has rises in the north and fallen in the 'south-' ir thunder-storms in some places along the coast, The first send of the series of the sea in tuches, tenhs and the leading partition of the short of the send of the send of the short of the send of th longkong Observatory, 12th May, 1886.

#### MAILS EXPECTED.

THE ENGLISH MAIL The P. & O. S. N. Co.'s steamer Verona, with the next English mail, left-Singapore for this port on the 9th instant, and may be expected on the 14th.

THE CANADIAN MAIL The Canadian Pacific Line steamer Parthia, with the Canadian mails, left Vancouver on the 30th ultimo, and is due here on or about the

#### STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer Cyclops from Liverpool, left Singapore on the 7th inst. and is expected here on the 13th. The P. & O. S. N. Co.'s steamer Kashgar, left Bombay on the 3rd instant, at daylight, and is expected here on the 20th.

#### soupping.

ACHILLES, British steamer, 1,528, C. Anderson, 11th May,—Shanghai 7th May, and Amoy 10th, General.—Butterfield & Swire. ALBANY, British steamer, E. Porter, 11th May, -Singapore 6th May, General.-Adamson,

DIAMANTE, British steamer, 514, McCaslin, 12th May,—Manila 9th May, General Russell & Co. EROELDIE, British steamer, 1,878, J. Murray.

12th May,-Saigon 8th May, General-YANGTSZE, German steamer, 814, Tonningsen, 12th May, - Whampoa 12th May, General

-Siemssen & Co. HAIPHONG, British steamer, 1,122; Harris, 12th May, -Foochow oth May, Amoy 10th, and Swatow 11th, General. - D. Lapraik & Co, VELOX, German steamer, 2,134, Wolf, 13th

May, Chefoo 5th May, Beans, Ed. Schellhass & Co. PHRA CHOM KLAO, British steamer, 12th May. -Bangkok 6th May, General. - Yuen Fat

ANTON, German steamer, 396, E. Aereboe, 12th May,-Hoihow tith May, and Pakhoi oth, General.-Wieler & Co.

CLEARANCES AT THE HARHOUR OFFICE. Anton, German steamer, for Holhow. Albany, British steamer, for Shanghai, &c. Augers, British steamer, for Saigon. Khiva, British steamer, for Singapore, &c. Mountaith shire, British steamer, for Nagasaki. Namoa, British steamer, for Swatow, &c. Fooksang, British steamer, for Swatow. Tanuadice, British steamer, for Port Darwin, &c. Metapedia, British steamer, for Yokohama. Glenfalloch, British steamer, for Swatow, &c. Pathan, British steamer, for Hankow, Smit, Dutch steamer, for Saigon. Yangtsse, British steamer, for Shanghai. Columbus, German ship, for Bangkok. Frejr, Danish steamer, for Haiphong,

May 11, Fee-cheu, Chinese steamer, for Hoihow May 11, Mongkut, British str., for Bangkok. May 12, Kostronia, Russian str., for Nagasaki. May 12, Cicero, British steamer, for Saigon. May 12, Panshaw, British bark, for Manila, May 12, Gleneagles, British str., for Shangbai. May 12, Antenor, British str., for Ampy, &c, May 12, Banlarig, British str., for Singapore,

May 12, Tannadice, British str,, for Port Dar-PANKALIN US-AMBIVED ·Per Achilles, - str., from -Shanghai, &c -- Mr, Quincey and family, and 786 Chinese for Hongkong. For London .- Mr. and Mrs. Skinner and s children, Miss Darnstroum, Masters W. Ford and W. Law, Messrs. Reynolds, Timm, and

May 12, Khiva, British str., for Singapore, &c.

Per Albany, str., from Singapore, -75 Chinese for Hongkong, For Hiogo. -Mr. Wilson. Per Diamante, str., from Manila .- Mesirs. Thistlethwaite, Sonza, Von Mollendorf, and 105

Per Abergeldie, str., from Salgon .- 12 Chi-

-Mr. Anderson, I European and 225 Unmese . Per Velox, str., from Cheloo .- t Chinese.

Per Phra Chom Klao, str., from Bangkok, -DEPARTED. Per Gleneagles, str., for Shanghai, 3 Euro-

Per Cicero, str., for Saigon.—12 Chinese, Per-Kutsang, str., for Swatow, &c .- 80 Chi-

Per Khiva, str., for Singapore, &c. -3 Euro-peans and 760 Chinese. Per Tannadice, str., for Port Darwin, Ac. --TO DERART

Per-Anton, str., for Hoinow .-- 50 Chinese. Per Albany, atr., for Shanghai.- 1 European. Per Angers, str., for Saigon .- 150 Chinese. Per Monmouthshire, str., for Nagasaki -- 2

Per Namoa, str., for Swatow.-Messrs, J. Fetherstonhaugh and Ngai Hang. For Foochow.-Mr. J. D. Taylor. For Coast Ports. 200 Chinese, Val. Allert W. Maries, Per Fooksang, str., for Swatow, &c .- 12 Chi-

Per Freir, sir, for Hulphong - 30 Chinese.

The British steamship Albany reports that she left Singapore on the 6th, instant. Had light variable airs and calms the whole passage.

The British steamabip Phra Chom Klao seports that she left Bangkok on the 6th instant. Had light to moderate breeze and fine, weather throughout,

The British steamship Diamante reports that she left Manila on the oth instant, in Had bright, fine weather throughout, and light variable wind with smooth sea.

The British steamship Achilles reports that she left Shanghai on the 7th instant; arrived at Amoy on the 9th, left on the 10th, and arrived here on the 11th. Experienced moderate winds and foggy weather from Shanghai to Amoy, and fine weather from there to port,

The British steamship Haiphong reports that she left Foodhow on the oth instant. Experienced light north-east wind with hazy weather to Amoy; thence light variable winds to Swatow. From Swatow to Hongkong calm with passing rain and showery weather. In Amoy, the steamship Activa. In Swatow, the steamship Whampoa.

For Swatow, Amoy, & Foochow. -- Per Namoa, to-morrow, the 13th instant, at 8.30 A.M. For Shanghai.—Per Yangtsse, to-morrow, the

13th instant, at 9.00 A.M. For Nagasaki, Kobe, and Yokohama.-Per Menmouthshire, to-morrow, the 13th instant, at 0.00 A.M. For Saigon:-Per Smit, to-morrow, the 13th

instant, at 0.00 A.M. For Shanghai: and Kobe, Yokohama,-Per Albany, to-morrow, the 13th instant, at 9.00

For Saigon.—Per Angers, to-morrow, the 13th For Nagasaki, Kobe, and Yokohama.—Per Nestor, to-morrow, the 13th instant, at 9.00 A.M. For Straits and London .- Per Anchises, on Monday, the 14th instant, at 10.30 A.M. For Yokohama and Kobe. - Per Metapedia,

on Monday, the 14th instant, at 11.30 A.M. For Amoy and Manila.—Per Diamante, on Monday, the 14th instant, at 3.30 P.M. For Straits and Calcutta.-Per Japan, on Tuesday, the 15th instant, at 11.30 A.M.

the 15th instant, at 3.30 P.M. For Sydney and Melbourne.-Per Chingtu, on Tuesday, the 15th instant, at 5.00 P.M. For Europe, &c .- Per Ancona, on Saturday, the-19th-instant,-at-1-1.00-A-M.--For Yokohama and San Francisco,-Per

For Saigon .- Per Drachenfels, on Tuesday,

City of Rio de Janeiro, on Saturday, the 19th instant, at 2.30 P.M. For Nagasaki, Kobe, and Yokohama.—Per Malwa, on Monday, the 21st instant, at 5.00

For Europe, &c., Australia, Madras, and Calcutta.-Per Ava, on Thursday, the 24th instant, at:11,00 A.M.

### NHIPPING IN HONGKONG

ACTIV, Danish steamer, 355, N. C. Reysbeck, 6th May, Pakhoi 3rd May, and Holhow 5th, General,-Arnhold, Karberg & Co. AGNES, British steamer, 2,070, J. Pinkharn, 2nd May, -Saigon 27th April, Rice and Paddy. -Adamson, Bell & Co.

Ashington, British steamer, 856, Reynell, 21st April,-Saigon 16th April, Rice,-Wieler AUSTIN FRIARS, British steamer, 836, George

Brooke, 9th May, -Saigon 4th May, Rice and Paddy .- Borneo Co., Limited. BATAVIA, British steamer, 1,661, W. H. Watton 6th May,-Vancouver, Victoria, 5th April Yokohama 26th, and Shanghai, and May, payable at any of its Agencies. Flour,—Adamson, Bell & Co,

BENLARIG, British steamer, 1,482, Freeman, 10th May, - Kutchinotzu 5th May, Coals. -Gibb, Livingston & Co. Bisagno, Italian steamer, 1,699, C. Tognasso, oth May,-Bombay 21st April, General.-

Carlowitz & Co. CHINGTU, British steamer, 1,259, J. D. C

Arthur, 20th April,-Sydney 10th April, Townsville 15th, Cooktown 16th, and Thursday Island 19th, General.—Butterfield & Swite. CITY OF RIO DE JANEIRO, American steamer

W. B. Seabury, 11th May, San Francisco 14th April, and Yokohama 5th May, Mails and General.—P. M. S. S. Co. CRUSADER, British steamer, 647, Ogston, 9th

May, -Saigon 5th May, Rice. -Soey Sing. DRACHENFELS, German steamer, 1,459, Carl A Taree, 8th May,-Saigon 4th May, Rice and Paddy.—Adamson, Bell & Co. FAME, British steamer, 117, A. Stopani.—Hong-kong and Whampea Dock Co.

FOOKBANG, British steamer, 991, Hogg, 11th May, -Whampos 11th May, General. -Jardine, Matheson & Co.

PREJR, Danish steamer, 397, Lund, 10th May,-Haiphong 8th May, General,-Arnhold, Karberg & Co.

GENERAL WERDER, German steamer, 1,820, W von Schuckmann, 7th May,-Nagasaki 3rd May, General.-Melchers & Co. GLAMORGANSHIRE, British steamer, 1,842, D. Davies, 5th May,-Salgon and May, Rice

and Paddy, -Adamson, Bell & Co. GLENFALLOCH, British steamer, 1,418, R. Cormack, 6th May,-Saigon 3rd May, Rice. - Jardine, Matheson & Co.

JAPAN, British steamer, 1,865, T. S. Gardner, oth May,-Calcutta 22nd April, Sand Heads 24th, Penang 30th, and Singapore 3rd May, 870 chests Opium, 546 bales, Cotton, 3,063 bales Gunnies, 1,471 bags Saltpetre, and 7,000 packages Sundries. B. Sassoon,

METAPEDIA, British steamer, 1,453, J. B. Purvis, 11th May .-- London 20th March, and Singapore 4th May, General. Russell & Co. Per Halphong, str., from Foochow, Amoy, &c. MONMOUTHSHIRE, British steamer, 1,871, Cumming, 10th May,-Singapore 4th May,

General.—Adamson, Bell & Co. NAMOA, British steamer, 864, F. D. Goddard, 10th May, -Foochow 8th May, General --D. Lapraik & Co.

NESTOR, British steamer, 1,260, Thompson, 10th May,-Liverpool 29th March, and Singa-PATHAN, British steamer, 1,763, Jas. Rowley, ard May,—Saigon 30th April, Rice.—Adamson, Bell & Co.

PHUQUOC, French steamer, 183, Espeisse, 9th May, -Haiphong 7th May, Wood .- Wing

PROT FISH, British steamer, 161, A. Stopani,—
Hongkong and Whampon Dock Co. RECORDER, British steamer, 676, C, Q. Madge 11th May,-from a cruise, Cable.-E. En A. & C. Telegraph Co.
SMIT, Dutch steamer, 821, Ruhaak, 7th May,—

~ Sailing vesski s. ANMA WICHHORST, German 5-m, schooner, 38 F. Breckwoldt, 5th May Singapore 5th April, Timber.—Wieler & Co. Per Yappiere, str., for Shanghal.—14 Chi- Anyoneerte, British back, 884, Ec. Th. Bunja 30th April, New York 5th January, Keroe sine Oll.—Order

Hollo 3rd May, Sugar. - Siemssen & Co.

HONGKONG-SAILING VESSELS. Continued.

CENTENNIAL, American ship, 1,222, J. Bearse, 27th Jan.,-New York 18th Sept., Kerosene Oil.-Russell & Co. LUMBUS German ship 1 120 1 Hacshop 11th April, -Singapore 9th March, Timber.

ERLKOENIO, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs. Escort, American bank, 637, R. G. Waterhouse,

5th May,-Singapore 11th April, Timber.-Gonsalves & Co.

H. DREWS, German steamer, 624, A. H. Rothbart, 15th April,-Bangkok 6th March, Rice.-Chinese. H. PRINTZENBERG, L. German bark, 550, H. Ahrens, 17th April,—Honolulu 5th March,

General .- Melchers & Co. IAYDN BROWN, American ship, 822, C. H. Havener, 30th April, - Newcastle 3rd March, Coals. - Butterfield & Swire. IRIS, British 3-m. schooner, 206, H. C. Swan, Van . 25th April -- Freemantle, W.A., 18th Feb., New Sandalwood. - Siemssen & Co.

Louist, German bark, 653, T. Köhne, 1st May. San -Hamburg 6th December, General, Syd Siemssen & Co. MOUNT LEBANON, American bark, 530, Chas. H Nelson, 17th April,-Rajang, Borneo Yok 18th March, Timber,-Arnhold, Karberg Yol-

. & Co. PACTOLUS, American ship, 1,145, H. D. Burn- Nag ham, 20th April,—Shanghai 11th April, Nag Ballast,—Pustau & Co. Sha RUBY, British ship, 1,392, E. C. Robbus, 1 ith | Sha

May,-Cardiff 5th December, Coals.- Sha Messageries Maritimes. SANTA FILOMENA, Spanish schooner, 449, J. de Sha Mendiguren, 24th Jan., -Iloilo 31st Dec., Man General.-Kwong Cheong Tai. SEA SWALLOW, British bark, 313, Meahr, 7th | Hair May, -Singapore and April, Timber. -

TITAN, American ship, 1,276, Allyn, 28th Jan., -New York 28th August, Kerosene Oil,-Russell & Co TETUAN, German bark, 438, Röper, 1st April,-

Singapore 29th January, Hardwood and Timber.—Chinese. VELOCITY, British bark, 491, R. Martin, 3rd. May,-Honolulu 21st March, General.-Pustau & Co.

Young Stam, Siamese bark, 750, Kock, 26th April,-Bangkok 28th March, General.-

#### knourances.

GENERAL NOTICE. THE ON TAI INSURANCE COMPANY,

(LIMITED.)

TAPITAL TAELS 600,000, ) \$833,333-33. RESERVE FUND ...... \$240,000.00.

BOARD OF DIRECTORS. LEF SING, Esq. LO YEUR MOON, Esq.

Lou Tso Shun, Esq. MANAGER.—HO AMEL

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the

HEAD OFFICE, 8 & o, PRAYA WEST. Hongkong, 17th December, 1885. NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED .....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS. Policies granted to all Parts of the world WOO LIN YUEN.

Secretary. HEAD OFFICE, No. 2, QUERN'S ROAD WEST. Hongkong, 1st February, 1882.

# Co be Let.

CEVERAL LARGE and AIRY ROOMS on the SECOND FLOOR of our Office Premises, partly facing the Harbour, and very suitable for

MELCHERS & Co, Praya Central.

Hongkong, 11th May, 1888. TO BE LET.

SEMI-DETACHED HOUSE in Richmond Terrace,—containing 6. Comfortable Rooms, 3 Bath Rooms and convenient Out A New Story has just been added to the Servants' Quarters.

MR. JOHN WILLMOTT, Hongkong Dispensary. Hongkong, 24th April, 1888.

#### TO LET. IMMEDIATE POSSESSION.

LIOUSE No. 1, "BALL'S COURT," Bonham 8HOPS and ROOMS in Nos. 6, 11, 12, 13 & 14, "BEACONSFIELD ARCADE," Queen's Road. Two Rooms, Top Floor, West Side of HOUSE No. 16, "BANK BUILDINGS;" Queen's Road. SHOP No. 24, "BANK BUILDINGS," Queen's Road, now occupied by Messrs. Kuhn & Co. HOUSE No. 1, "CAMERON VILLAS," Peak.

HOUSE No. 31, "WEST VILLA," Pokiulum BELILIOS & Co.

Hongkong, 2th May, 1888. TO LET.

TO COMS in "COLLEGE CHAMBERS." GODOWN in ICE House LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to DAVID SASSOON, SONS & Co. Hongkong, and May, 1888

MACAO. TO BE LET UNFURNISHED OR PARTLY FURNISHED.

BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants guarters attached. Rent very moderate.

A. A. DE MELLO & Co.,

Macao, 3rd April, 1888. A COMMODIOUS Suit of OFFICES in the Estimates Funktimen FOR THE COMSTRUCT Apply to G. C. ANDERSON, ...

Hongkong, 22nd March, 1888.

13. Praya Central.

STEAMERS. DATE DUR. FROM. ...... Liverpool ...... May 13th ..... Butterheld & Swire; London ..... May 14th ...... P.-& O. S. N. Co. Bombay...... P. & O. S. N. Co. Parthia ...... Nancouver .......... May 31st ........... Adamson, Bell & Co.

#### STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
ndon,&c., via Suez Canal	Апсопа	P. & O. S. N. Co	May 19th, at noon.
		Butterfield & Swife	
ndon, via Suez Canal	Priam	Butterfield & Swire	May 17th.
rseilles, via Saigon, &c.	Ανα	Messageries Maritimes.	May 24th, at noon.
nqa, & Ports of Call	Bisagno	Carlowitz & Co	May 18th, at 10 a.m.
ncouver, B.C., via K., &cc.	Batavia	Adamson, Bell & Co	May 15th, at 3 p.m.
w York, via Suez Canal.	Strathleven	Adamson, Bell & Co	May 14th
n Francisco, via Y'hama	City of Rio de Janeiro	Pacific Mail S. S. Co	May 19th, at 3 p.m.
n Francisco, via Yhama	Gaelic	O. & O. S. S. Co	May 20th, at 3 n.m.
dney and Melbourne	Chinetu	Butterfield & Swire	May 16th, daylight.
icutta, via Straits	lapan	D. Sassoon, Sons & Co.	May 15th, at noon.
gapore and Penang	Menelaus	Butterfield & Swire	May 18th.
kohama, via N'saki, &c.	Malya	P. & O. S. N. Co	May 22nd, daylight.
Lohama and Kobe	Metapedia	Russell & Co	May 14th, at noon,
be and Yokohama'	Geelong	Geo. R. Stevens & Co	May 21st, at 5 p.m.
gasaki, Kobe, &c	Nestor	Butterfield & Swire	To-morrow,
gasaki, Kobe, &c		Adamson, Bell & Co	To-day.
anghai	Albany	Adamson. Bell & Co	May 14th.
angual	Veron :	P. & O. S. N. Co	Ouick despatch.
anghai	Yangtsze	Siemssen & Co	To-morrow, at 11 a.m.
anghai, via Amoy	Cyclops	Butterfield & Swire	May 15th.
anghai, via Swatow	Fooksang	Butterfield & Swire Jardine, Matheson & Co.	May 14th, at noon,
inila, via Amoy,	Diamante	Russell & Co	May 14th, at 4 p.m.
gon	Drachenfels	Wo Kee & Co	May 15th, at 4 p.m.
iphong	Frejr	Arnhold, Karberg & Co.	To-morrow, daylight.
ast Ports	Frejr Namoa	Douglas Lapraik & Co	To-morrow, at 9 a.m.
	2.00	1 2 h a	

#### Untim itions.

GENTLEMEN'S DEPARTMENT CILK, COTTON, MERINO. HOSE, VESTS and DRAWERS of every description. CALCUTTA PITH HATS in newest shipes. GENT'S STRAW HATS in every tize, TENNIS, TERAI and SUMMER FELT HATS.

RAIN COATS, CHAIR APRONS, and LEGGINGS. UMBRELLAS—UMI:RELLAS—UMBRELLAS...

W. POWELL & CO. VICTORIA EXCHANGE,

# NTIMATION.

(TELEPHONE 21) Hongkong, 5th May, 1888.

F. Blackhead & Co.

SHIP-CHANDLERS, SAIL-MAKERS,

PROVISION MERCHANTS NAVY CONTRACTORS.

GENERAL COMMISSION AGENTS.

No. 11. Praya Central,

(Opposite Pedder's Wharf).

# RAHTJEN'S COMPOSITION

THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS: PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.

CHR: MOTZ & Co., BORDEAUX, CLARETS. IMPERIAL CHAMPAGNE

LA GRANDE MARQUE.

FLENSBURG STOCKDEER, ENGINEERS AND BLACKSMITHS' TOULS. AND EVERY KIND OF SHIP'S STORES AND REQUISITES

REASONABLE PRICES.

ALWAYS IN STOCK

ALL KINDS OF SUPPLIED AT THE SHORTEST NOTICE. Hongkong, 1st January, 1885.

FOR SALE. AT WHOLESALE PRICES. C'ACCONES! SHERRY PORT. CLARETS, CHAMPAGNE.

HOCKS, BURGUNDY. BRANDY, WHISKIES, ALE, STOUT. MACHINERY, COOKING STOVES. SCALES, BICYCLES and TRICYCLES PAINTS, OILS, VARNISH. PIANOS, SINGER'S SEWING MACHINES.

Bank Buildings. Hongkong, 10th December, 1885 BOWRINGTON FOUNDRY, EAST POINT, HONGKONG.

W. G. HUMPHREYS & Co.

A. G. GORDON & Co. A. G. GORDON & Co. are prepared to
A. undertake every description of
ENGINEERING and SHIP-BUILDING WORK, both affort and ashore, on most reasonable terms

PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED. TION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STRAMERS, CASTINGS The state of the s

Hongkong, Ist January, 1888.

AND R. TENNENT'S ALE AND PORTER

DAVID-CORSAR & SONS MERCHANT NAVY NAVY BOILED CANVAS. LONG FLAX CROWN ARNHOLD, KARBERG & Co. Hongkong, teth June, 1981 -

HONGKONG TIMBER YARD, WANCHAL

REGON PINE SPARS AND LUMBER ALWAYS ON HAND. ·L'MALLORY, Proprietos. Hongkongarath June, 1881.

CHS. J. GAUPP & CO. HRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND

OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS Sole Agents for Louis Audemars' Watches; awarded the

highest Prizes at every Exhibition; and for Voigtlander and behala CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYCLASSES. No R. OTTERN'S RESELVED CENTRAL. 'SEP

FOR SALE AT MACAO.

ON MODERATE TERMS. . N extensive property on the business LA side of the town, consisting of TEN STRONGLY BUILT GODOWNS, with Rooms above suitable for Offices or Dwelling Houses

Six small Dwelling Houses, attached to a Chinese Hong; and a piece of spare ground suitable for building purposes. There are two separate entrances to the property, one opening on the Harbour close to

the Steamboat Co.'s Wharf. For full particulars, apply to THE HONGKONG TELEGRAPH" OFFICE. Hongkong, 3rd April, 1888.

G. FALCONER & CO. ATATCH AND CHRONOMETER MANUFACTURERS

EWELLERS NAUTICAL INSTRUMENTS. CHARTS AND BOOKS. NO. 46, OFFERN'S-HOAD CENTRAL: [604]

MITSUI BUSSAN KAISHIA.

SOLE AGENTS FOR THE MIIKE COAL MINE DUNKER COALS can be supplied to any D Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application

to the Undersigned.

Y. FUKUHARA, T. Acting Manager. Hongkong, 19th January, 1888. THE HONGKONG AND KOWLOON

WHARF AND GODOWN COMPANY, NTOTICE is hereby given that all Vessels Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a

RENT of 3 Cents per Bale per Month will be charged. ISAAC HUGHES, Secretary. Hongkong, 7th November, 1887.

NOTICE OR the Convenience of Customers, the pro-FINING COMPANY, LIMITED" can henceforward be obtained by RETAIL, FOR CASH, at No. 3. PEEL STREET, at the same prices as at the Refinery; or Retail orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point JARDINE, MATHESON & Co,

Hongkong, 27th aly, 1885.

General Agents.

charge of one of the watches. , It was my watch vessel seen at anchor in the harbour. No have become the laughing-tock-of the whole to the captain to cut away the masts, but he undermined his reasoning powers and that said "hold on, she may drift off." She was not the order for handonment was given in a on more than ten minutes when she came at of despondency, also that it was done as off without assistance. The captain asked he thought, to save risking the lives of his me and the mate if we thought the ship was crew, and while recognising this and his much was after the crew had been making complaints | 6 months. and saying that "something would have to be done." Two days before we made Gaum the officers to deliver up their certificates, they said nation. pumping was very heavy and was just as much they were lost with the ship. rathe crew could manage, and the ship was close on-to-the-land, On-the and March in the morning when I came on deck we were close on to the land with the ensign flying union down and no answer from the shore. Heavy breakers on the coast, and in other places sheer cliffs. We saw a ship in the harbour which looked like a man of war but she made no answer to our signals. At dark the westernmost point of the island was bearing south and the current was drifting us away. The following day in standing back past the island we had the ensign flying union down and the blue-peter in the fore rigging, for a pilot. There was no chance of getting the ship in there as the rocks were straight up and down. Finding no chance of beaching the ship,

island, they might have been savages and eaten us. There was a whaler in there, but we did not think of sending the boats in for assistance as we did not know how they would be received. All hands were now called into Court and addressed by the President, who invited any

individual to make a statement

they had not heard what had been said by the witnesses, and finally told the court he had a complaint to make against the captain. The President:-our business is to enquire into the loss of the ship, not into the captain's

The Court was then, cleared, and in ten minute opened, when the President addressing the captain and first mate informed them that the Court had heard enough evidence to assist them in coming to a verdict but thought they might wish to make some further statement

before such was done. Captain Atkinson:-As to the anchors and chains not being up the whole thing could have been done in an hour, as the locker was in the tween decks, and it would have been done if we had found any possibility of anchoring. But by my chart there was no anchorage near the island -it was all deep water. If I erred at all in abandoning the ship I erred on the side of humanity, as I know she would never have reached the Philippines. I have nothing further

Augustus Harris, chief mate, was understood to support the captain in the above statement.

After a space of one hour the Court opened with the following decision. official number 7:217 of St. John's New Bruns- I news about that wretched institution -- the Macao. number of whose certificate is 65493 issued at Liverpool in 1860, left Philadelphia on the 22nd Government, press, and people. What should September 1887 bound to Hiogo, Japan, with a cargo of patroleum in cases. That everything went welltill the 29th January when durings squall, cerning the Holy City, we know not. A true Lat, 0.30 S. and Long, 165,30 E. that she time she bumped three or four times heavily pump on board which was not used. With laws interpreted by their lawyers, caluminators ... Morley recommended a public inquiry. When

on the afternoon of the day the ship struck on attempt was made to anchor the ship or to colony. Brougham Shoal. I did not in any way interest | send ashore for assistance. I anchors were myself in the navigation of the ship, except that secured for sea and the chair unbent. Nor on in advanced Macao; will the China I looked after the steering of the courses. The does the vessel appear to he been in any Mail's careful informer ignore them, while he day she struck at 3.50 p.m. we had just clewed worse condition at this time than she was when revels in imaginary senside villas, or in millions up the light sails and lowered down the upper | coming off the reef. The conduct of the master | of dollars' worth of prepared opining An Inch of topsails for a squall. The watch had gone to in thus abandoning the ship appears to us only the pumps and I was coiling up the ropes explicable on the ground that the mental anxiety inbound das it is. We confess our weakness when I felt her take the shoal. I proposed through which he had gone had temporarily fit to proceed to Japan, we said we thought to be deplored want of harmony with his she was; he then called the hands aft and mates and crew we cannot absolve him asked them if they would assist in pumping from blame and regret, to have to direct that the ship all the way to Japan and they said his certificate be suspended for a period of 6 they would. At 9.30 that night the captain told months, but recommend that a first mate's Club to-night, criticised W. H. Smith's reply to me to turn my watch out and take in sail as the | certificate he issued to him during such suspenwind had freshened and there was more sea : sion. From the evidence before us we have in refusing an extension of the local government This was done. The watch went on pumping formed the opinion that the conduct of the in Ireland. Gladstone said Smith had entirely all night, and next day they all found their | chief mate. Augustus Harris, under the cir- dispelled the brightest idea of 2,000,000 Loyalists hands very sore, and the captain and carpenter | cumstances in his special sphere of duty | The question was whether the Irish were to be set to work to improve the leverage of the pumps. | was sufficiently culpable to amount to wrong-When the ship got into a head sea she made ful default. Instead of assisting the master political opinion. The Irish did not enjoy such more water, and sometimes we were at it all the to the best of his ability under such try- privileges of local government as existed in four hours, but we tried to keep that from the ing circumstances his course appears to have. England, yet they were to remain thus till they captain - because he fretted so much over it. been one of rather more than passive resistance abandoned an idea which, in his opinion, was The captain would come on deck and say and we are of opinion that had he acted differently dearer to them than life. It was only natural "She is making more water, Mr. Henniger" he might have sustained the captain and have that the Irish should utilize everything in their but I used to say "No Sir, she is not" although I been the cause of saving at least, the cargo or knew, she was. When the captain and chief mate the ship. Under these circumstances we direct got the sun they kept her away for Gaum; this | that his certificate be suspended for a period of

THE "SNAIL'S" MACAO CORRESPONDENT.

material on which to feast their imagination, or a rate opportunity to indulge in a soul-vivilying mirth, in the perusal of the Macao'news with which our evening contemporary occasionally regales the 'one reader.' A short time ago we were told by the omniscient correspondent of our local Punchinello that railways and suspension bridges were the order of the day in the Holy City; on the collapse of that aerial castle. (reared for the exclusive aim of courting ridicule and the surf so heavy, the captain said he. or purchasing a fugitive laugh), we were treated thought we had better get out the boats with a with the sensational information that land was view of teaving the ship and I thought at the becoming scarce in -Macao, as Hongkong time that such would be the best thing to do. capitalists were flocking thither to purchase Finally, I lowered away the topsails and got out building sites. The news presented to us the starboard boat, and some of the men got yesterday would, however, seem to 'eclipse their things into her. I did not hear anything said about anchoring. I know no reason why all the former flights of imagination indulged in by the volatile correspondent. The gist. the ship should not have been anchored ;-our of the 'Macao Notes' amounts to this:-i/reforemast was hanging altogether to the windlass pared opium for the American and Australian with stays set up through the hawse pipes. The markets to the value of about half a million of anchors were lashed on deck, and the cables dollars left the Holy City in one single month, were down below; it would have been a pretty 't ade with the West Coast and this port was heavy job to have got those heavy chains up very brisk,-most of the Portuguese capitalwith the men in the weak state they were, invested in Hongkong has been taken over to. and then we did not know much about the Macao, where a b tier investment awaits it.the Steamboat Company has been taken under the special protection of the Macao merchants. and is promised an extensive and lucrative support,-villas are going to be erected all over the seaside, to house the great number of Hongkong residents to whom to the Peak or Kowloon should prove unattractive.—the Indian Police were interior to the soldiers of the National After a long silence a German seaman said Battalion in the exact proportion between the conquered and the conquerors, etc. etc. Now, if all this were true, the China Mail should be complimented for having secured the services of an all-knowing correspondent. But as the news read more like a skit on the Holy City, we would ask what on earth can tempt the Macao scribbler to include in false statements, misleading insinuations and ill-concocted lies but his whim to pander to that feeling of morbid curiosity which is predominant fools and idiots? Macao news is to found in the Macao press, and particularly more so in the Lisbon newspapers. Whoever peruses the latter will feel convinced of the utter. degradation, both official, financial, social, and domestic, into which the colony is irretrievably sunk. Suffice it to say that even matrimonial infidelities occurring in the Holy City are currently reproduced in the Lisbon papers, for any one to understand how well informed the liberal press of that country is of what transpires in the neighbouring colony. Cui dono, then, the China Mall's misleading notes and erroneous Joitings ?

We have all lately heard of the rayings of the Macao Acting Governor, who, on finding himself deprived of the legal means to wreak We find that the British ship Rock Terrace his vengeance on this paper for publishing some wick of which Samuel Atkinson was master the Treasury,—revolved heaven and earth to publish a protest against the Hongkong laws, lawyers. prevent our Eastern Quixote from tilting against the China Mail for its travesties on truth conand while the hands were employed in shortening story of the Acting; Governor's proceedings in proposed investigation into Merry Hampton's sail, the ship struck on Brougham's Shoal in | connection with the above fraces would be both | tunning will proceed no further. The Derby amusing and instructive. Senhor Costa Duarte | hero is broken down, so his career on the turf is remained fast for about 10 minutes during which | was under the impression that a scapegoat was | ended. After pulling up last in the City and necessary to transmit his protest to the Hong- | Suburban, the horse was walked gently back to whereby she sustained considerable damage and kong public; and his choice fell on Senhor A. that she eventually worked herself off the reef. G. Romano, the Consul-General for Portugal in Pritchard, who found that the suspensory That the crew was then sent to the pumps this colony. This gentleman has, out of mere ligament of the near foreleg had given way. and an endeavour made to work the ship kindness and a spirit of obsequiousness, rendered destination. but that this . was many services to the Macao authorities, to whom which hitherto had been sound, was sprung." eventually abandoned and a course shaped he is not in the slightest degree a subordinate, for the Marian group, with the intention of his only superiors being the Portuguese Minister trying to beach the ship and save the cargo, in London and the Lisbon Foreign Office. Not That on the roth February the Rock Terrace | being a paid Consul, Senhor Romano has spent arrived off the island of Gaum and that an livers of money in serving, accommodating, blizard. The missing craft had on board exinspection was made from the ship for a and otherwise helping the Macao authorities suitable place for beaching her, but this not being | in all their financial, diplomatic, or efficial | Captain William Phipps of England, besides. found and the crew being much worn, out i relations with Hongkong, and he has earned the with pumping, all hands took to the boats and Jusual reward which the Portuguese authorities abandoned the ship. That no lives were lost are wont to meet out to their devoted and the greater part of the men's effects were friends and servants-obleguy and persecution, saved but not the ship's papers or log book. When ex-Consul Carvalho came over from That the crew remained at Gaum until the 25th | Shanghai and was arrested for debt in this from there sent on to Hongkong. We are of Romano to guarantee the payment of all his were nine statters. pinion that the striking of the s ip on Brouge, liabilities. The Consul replied that he was not ham's Shoal was brought about by a mistake in bound by any Consular law, praxis, or precedent town during the past week. the position at noon on that day, caused either or to guarantee anybody's debts, as Carvalho's Goschen informed the Commonsthis afternoon both by an unknown error in the chromometer liabilities might be \$10, \$10,000 or \$100,000, that the holders of consols to the an ount of and a defect in the Master's observation for and the Consul was not to slake all his £450,000,000 had already given assent to their longitude, which had not been checked by the property to save an absconding debtor from male. On this point we do not consider that | the claws of justice. Senhor Firmino da ... Parnell moved that the House adjourn the the master was guilty of any wrongful act or Costa, Governor of Macao, was highly indignant debate in order that he might call attention to default. That while we commend the decision at such a language used by Mr. Romano, and the outrageous conduct of the authorities at of the master to endeavour to reach his Port officiated to him in the driest terms he could Ennis on Sunday. If Ballour wanted to have of destination after the casualty, we are of command, informing him that if he could not such powers as had been used on that occasion, opinion that the utmost endeavour was not or would not fulfil the duties of a Consul, he, let him come to Parliament and ask for them. made having this object in view. No attempt the Governor, would find his way towards getting. What had been done at Ennis was martial law, was made to ascertain with any certainty the somebody else appointed I Senhor Costa Dun tel and went beyond the powers conferred by the actual damage that the ship's bottom had has now-followed in the foolsteps of his Coercion act.

sustained nor were any means adopted to try chief. He put forward Mr. Romano as the Billour teplied, defending the action of the and stop the leak by placing a sail under the signatory of the celebrated protest against police and the soldiers. The people were holding ship's bottom, or any other method. The the Hongkong press the Hongkong laws, and an illegal meeting, and made riotous demonstration water made by the ship does not lawyers, ill The Macao Government (we are tions when the officers appeared. The responappear to have been very excessive or of told this was "one of the choice expressions, sibility for what suffering had arisen rested with sufficient quantity to endanger her safety. It of the protest) would limit its castination to the relation to also appears that there was a steam donkey this formal denial, since, according to English to illegal action.

realism is worth the whole realm of imagination,

for Zola's school of Art. AMERICAN TELEGRAMS.

The following telegrams from San Francisco exchanges were "crowded out" of our yesterday's

LONDON, April 11th. Cladstone speaking at the National Liberal Sir Fdward Watkins in the House of Commons permitted to entertain and act upon purely representative institutions to promote their dearest purpose. He was very agreeably surprised by the rapid change of public opinion in England, and thought Smith's declaration was On the President of the Court asking the scandalous and dishonoring to the English

CONSTANTINOPLE, April 11th. Herr Von Radowitz, the Ambassador, had an important interview with the Sultan to-day. The Sultan expressed a cordial friendship for Emperor

MADRID, April 11th. The first execution here in five years took place

to-day when a girl, her lover, and an accomplice were garroted for murder,

BERLIN, Aprily 1th. The National Zeitung says the Grand Duke of Biden, the Emperor's brother-inlaw, is specially exerting-himself to remove the differences which now exist between the Emperor and Prince Bismarck, owing to the proposed marriage of Prince Alexander to Princess Victoria. The Breslau National Liberals and Conservatives and the new electoral associations have called a meeting for to-morrow to prepare a petition to the Entperor to maintain Prince Bismarck in

It is said now, notwithstanding all reports to the contrary, that Count, Munster, the German Ambassador at Paris, will be Bismarck's successor, but another report says Frederick's selection is Biron Von Roggenbach, his friend of many years. Roggenbach, it is said, tried to mediat : between Bismarck and the Empress.

In Russia it is generally believed in official circles that Bismarck will resign, and the Russian officials generally know a good deal about German affairs. They think, too, the marriage of Battenberg to the Emperor's daughter will take place, although they are opposed to it. But Russian preparations for war seem to have been checked. A significant act is the dismissal of the physicians in Warsaw engaged for the anticipated war.

A rumor is current to-night that General Von Schellendorf, Ministerof War, will shortly resign. ROME, April 11th. Riforma publishes a letter from Captain Camperio, announcing the safety of Emin Bey

VIKNNA, April 11th. The Temesvar assasin, who, upon being eleased on a ticket of leave, murdered the wife of the Judge who condemned him and afterwards killed the deputy notary and split open the skulls of his own wife and children, has been captured

in at Warsaw for service in the medical corps have been notified that their services will not be needed The Czar has ordered that work be stopped on the fortifications at Libau.

LONDON, April 11th. The City and Suburban Handicap was run today at the Epsom Spring Meeting. There were fourteen starters. Sir .G. Chetwynd's five-yearold brown horse Fullerton came in first, Oliver Twist second, Abu Klea third.

The Hyde Park Plate for two-year-olds, distance five furlongs, was won by four lengths by Lord Londonderry's bay filly by Springfield out of Griselda; Prince Soltykoff's bay filly Pantomime was second, Baron de Rothschild's bay filly Charicles third. There were thirteen starters.

New York, April 12th.: The Sun's London correspondent says i Merry. Hampton, who won the Derby last year, lost the City and Suburban Wednesday because he had been poisoned. It is declared that the stable for some time has been suspected of crooked work, and he cites another case where a horse heavily backed to win didn't get a place.

"Quoting the Sporting Life, he says : "The the stables and there examined by Professor What was worse, the back sinew of the foreleg,

Yachtsmen are beginning to despair of hearing of the yacht Cytherea, which has not been heard of since seen near Barnegate thirty-one day's ago. The following day was the terrible Commodore W. W. Stewart, C. Smith Lee, and sailors and stewards. Much grief is felt, but the relatives have not yet given up hope.

LONDON, April 12th. The second spring meeting at Sandown Park ONSIGNEES of Cargo are hereby informed began to-day. The Esher Stakes, one mile, was won by Lord Ellesmere's five-year-bld bay mare April, when they were taken to Manila and colony, the Governor of Macao ordered Mr. Cataract, S. H. Day's Occedus third. There Twenty-six hundred emigrants left Queens

conversion.

in good condition and the weather put very un- Hongkong? The Governor of Hongkong would . The motion to adjourn was rejected. In favourable; that no signals were made, except have simply had the Consula ex quantities. Richie then moved a second reading of the that of distress, either to the shore or to a suspended, and Senhor Duarte's procest woulds. County Government bill.

A crank fired three shots from a revolver at Such are the dark deeds which are going the gates of the Elysée Palace, the President's residence, to-day. Upon being arrested he said he wanted M. Carnot to attend to the grievances of which he was the victim. ST. PETERSBURG: April 12th.

An explosion occurred to-day in a powder factory on the line of the St. Petersburg and Moscow Railway. Seven men were killed and many injured.

BRUSSELS, April 12th. The Government's extraordinary expenditure of 1888 is estimated at \$10,000,000. This is mainly for new forts, military roads and artillery.

DUBLIN, April 12th. A crowd of 2000 persons with bands and wagons loaded with beer and provisions left Tuam (County Galway) this morning for the farm of Mrs. Bodkin at Cloondagon. The intention was to plow and sow her lands. They were followed by a force of police. Mrs. Bodkin's tenants have adopted the plan of the campaign and have been served with notices of eviction.

BERLIN, April 12th. Prince Von Hohenlohe, Governor-General of NEW Alsace-Lorraine, has been questioned at Strassburg as to how he would receive an offer to succeed Prince Bismarck, to which the reply was evasive.

OTTAWA, April 13th. At a Ministerial caucus this morning the basis of a settlement with the Canadian Pacific for the cancellation of monopoly privileges was officially. announced. The only new point is that the company will expend the \$15,000,000 from the Government bond issue under the supervision off the Government-\$5,000,000 to pay of the new rolling stock, and the remainder for the general improvement of the lines.

LONDON, April 13th. At the second spring meeting at Sandown Park to-day, the Great Sandown Hurdle Race. two miles, was won by C. J. Blake's five-yearold bay horse Conservator. In the Mammoth Hunters' Steeplechase, three miles, Dawson's four-year-old bay colt Cornet won

In the House of Commons this evening Mr. Goschen announced that the total amount of consols converted was now £473,000,000, leaving £85,000,000, most of which was in the hands of trustees. On a motion being made by Smith that the County Government bill be given precedence over private members' bills, Labouchere offered an indignant protest, saying that Smith played an astute game and was hurrying the bill to prevent the House taking time to consider its merits.

Smith said the magnitude of the bill was such that the Government would be remiss in its duty if it failed to take every chance to forward the measure. Smith's motion was carried by a vote of 243 to 143.

NEN YORK, April 13th.

The Times' London correspondent cables There is still nothing but Boulanger and Bismarck in the European papers. The electoral campaign in the Department of Nord shows great steadily in the direction of Boulanger. Every Boulanger speech is made up of eulogy of the General, and attacks on Jules Ferry. Aiready in various departments 200,000 votes have been cast for him, and the Department of the Nord will increase it to 400,000. All this is gravely ominous for the republic.

PARIS, April 13th. Political meetings were held at Turcoing and Amentieres, Department of the Nord, last night, and in both cases the disorder was so great that the speakers could not be heard. At a meeting at Maubenge, in the same department, it was unanimously agreed to support General Boulanger. The party of Extreme Left sought do vain to secure an adoption of a resolution is favor of the Radical opponent of General

M. Spuller, Minister of Public Instruction in Française, says: Since General Boulanger has declared his intention to force a duel with Parliament, the latter should accept the challenge, and since it is evident that the Boulanger agitation. la not merely superficial or transient, but an organized attack "pon the country, it is the duty of the Cabinet | propose to the chambers adoption such legislation as is necessary for the protection and defense of the republic.

#### Co-day's Advertisements.

"SHIRE" LINE OF STEAMERS. AOR NAGASAKI, KOBE, & YOKOHAMA THE Steamship

"MONMOUTHSHIRE." Cuming, Commander, will be despatched for the above Ports, TO-DAY, the 12th inst. This Steamer has superior Passenger accom-

For Freight or Passage, apply to ADAMSON, BELL & Co. Agents. Hongkong, 12th May, 1888

FOR KOBE AND YOKOHAMA.

THE Steamship

"GEELONG." Captuin James Thom, will be despatched for the above Ports, on MONDAY, the erst inst.

For Freight or Passage, apply to GEO. R. STEVENS & Co.,

Hongkong, 12th May, 1888. NOTICE TO CONSIGNEES.

STEAMSHIP "ALBANY," FROM GLASGOW, LIVERPOOL, PENANC AND SINGAPORE.

that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. No Claims will be admitted after the Goods THE WONG-NEY-CHONG DAIRY FARM have left the Godowns, and all Goods remaining; the rate of one cent per package per day. All Claims against the Steamer must be

presented to the Undersigned on or before the toth instant, or they will not be recognised. No Fire Insurance has been effected with Bills of Lading will be countersigned by ADAMSON, BELL & Co., Hongkong 12th May 1888

HONGKONG GENERAL CHAMBER OF COMMERCE.

SPECIAL GENERAL MEETING of the MEMBERS will be held on TUESDAY HALL to nominate at Member of the Chamber THE U. JEFFRIES,

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LODGE. IOHN

OF HONGKONG, No. 618, S.C.

REGULAR MEETING of the abovenamed Lodge will be held in FREEMA-SONS' HALL, Zetland Street, THIS EVENING. the 12th instant, at 8.30 for 9 O'CLOCK precisely. Hongkong, 12th May, 1888.

#### Antimations.

PENINSULAR AND ORIENTAL STEAM. SHIP COMPANY.

ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES

JAPAN, AND CHINA.

N the 19th May at Noon, and fortnightly thereafter, until further notice, the Company will maintain a DIRECT SERVICE floating liabilities of the company, \$5.500 000 in between Hongkong and London via Marseilles.

This improved service will abolish all Transhipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of Cargo, and for Passenger accommodation and cuisine.

The attention of Passengers is specially called. to the greatly improved second-saloon accounmodation and attendance.

E. L. WOODIN, Superintendent. Hongkong, 8th, May, 1898

A.S. WATSON & CO., LIMITED.

TOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of the Company will be held at the HONGKONG DISPENSARY, on MON-DAY, the 14th day of May next, at 3 O'CLOCK in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 31st December, 1887.

The REGISTER of SHARES will be Lot. CLOSED from SATURDAY, the 5th instant. excitement. The current seems to be running till-MONDAY, tho 14th instant, both days apply to inclusive, during which period no Transfer of Shares can be registered. JOHN WILLMOTT.

Acting Secretary. Hongkong, 3rd May, 1888

THE RICHMOND TERRACE ESTATE AND BUILDING COMPANY LIMITED.

ORDINARY YEARLY MEETING o the SHAREHOLDERS of the Company, will be held at No. 36. Queen's Road, on WEDNESDAY. the 16th instant, at 3 O'CLOCK in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of

Accounts to the 31st December 1887. The REGISTER, OF SHARES will be CLOSED from SATURDAY, the 12th instant It is reported that all doctors recently engaged the late Cabinet, in an article in the Republique to WEDNESDAY, the 16th instant, both days HE UNDERSIGNED HAS RECEIVED nclusive, during which period no Transfer of Shares can be registered

> JOHN WILLMOTT, Secretar Hongkong; 9th May, 1888

HE PUNIOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

THE SECOND ORDINARY HALF YEARLY MEETING of SHARE-HOLDERS in the above Company will be held at the Company's Office, Pedder's Street, on THURSDAY, the 24th May, 1888, at 5 P.M., for the purpose of receiving a Report of the Directors, together with a Statement of Account to 30th September, 1887.

A. O'D. GOURDIN, Hongkong, 10th May, 1888

NOTICE.

I. DISSE, Dr., Med., 11, Queen's Road Central.

CONSULTATIONS IN ENGLISH, FRENCH AND GERMAN,

from 8.30 to 10 A.M. and from 2-to-4-P.M. Hongkong, 9th May, 1888.

GOVERNMENT NOTIFICATION.

WARDMASTER is required at the

GOVERNMENT CIVIL HOSPITAL by annual increments of \$5 to \$60, with uniform, furnished quarters, fuel, and light. Applications with testimonials to be forwarded to the COLONIAL SURGEON not later than

the distinstant, at the GOVERNMENT CIVIL By Command, FREDERICK STEWART,

Colonial Secretary, ... Colonial Secretary's Office. Hongkong, and May, 1888.

NOTICE.

having received by the steamer Changsha After the 19th instant, will be subject to rent at a supply of MILCH Cows from Newcastle, 'Australia, is now prepared to supply the General Public with PURE COW'S MILK (quaranteed) at 9 cents per ordinary pint (reputed), deliverable to order, anywhere within the Colony, between O'A.M. and 10 P.M. Orders sent direct to WONG-NEY-CHONG

DATRY FARM, or to the care of Mr. V. DANEN-BERG, at H. M. Naval Yard, will be promptly 481 attended to 

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED

he 22nd instant, at 4 O'CLOCK P.M., at the CITY HE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West reference to the abandonment of the ship we are unpunishable ele. cic." What would have he was Irish Secretary, if a disturbance grose he talake the place of the Hop. A. P. MACEWEN, Point to any Steamer in the harbour, and to of opinion that it was premature. Having been the consequences had Mr. Romano signed did not stay in London to go to banquets, and in the Legislative Council, during his absence bring Cargo across from Kowloon to any place arrived off Gaum no attempt was made to come and published such an offensive and in uniting tell his friends the Irish question was a great from the Praya at the usual rates.

In the Colony on the Praya at the usual rates.

By Order, By Order, By Order, By Order, Council, during his absence bring Cargo across from Kowloon to any place.

MANAGEMENT OF STREET HUGHES. electrical and an intermediate delical Secretary of the

Liongkong, zoth April 1888.

## Auctions.

VALUABLE LEASEHOLD PROPERTY TO BE SOLD AT KOWLOON.

Tollandon Market Miles No Continue received IVI instructions to sell by Public Auction,

#### MONDAY, the 14th May instant, at 4.30 O'CLOCK P.M.,

At the Premises. ALL THOSE PIECES OF GROUND situate at Kowloon Point to be registered in the Land Office as KOWLOON INLAND LOTS Nos. 528, 529, 530, 531, 532, 533,

534, and 535. The Lots average over 200 feet in depth and have a frontage of 50 feet to Kimberly Road which is to be widehed by Government to 50 feet, they are all on high Ground near the observatory well situate as building sites, especially for Villa residences, commanding pleasant and extensive views. The Property will be sold in 8 Lots.

The Vendor reserves to himself the right to all buildings and building materials on the

For Plans, Particulars and Conditions of sale, HENRY J. HOLMES,

Solicitor for the Vendor, THE AUCTIONEER. Hongkong, 8th May, 1888.

PUBLIC AUCTION.

TNDER instructions received from the Mortgagees Mr. H. N. Mody will Sell by Public Auction, on

#### THURSDAY the 17th May, 1888, at 4 O'CLOCK P.M., At the Premises.

ALL THAT VALUABLE PIECE of GROUND situate at BELCHERS BAY, LAP SAP WAN, Hongkong, abutting on the North side thereof on Belcher Street and measuring thereon 200 feet on the South side, thereof on portion of INLAND LOT No. 905 and. measuring thereon 200 feet on the East on Davies Street and measuring thereon 200 feet and on the West on Cadogan Street and measuring thereon 200 feet containing in the whole 40,000 square feet and registered in the Land Office as SECTION A of INLAND LOT No. cos. Together with the Furnace workshops and buildings thereon lately used and occupied by the HONGKONG AND MACAO GLASS MANU-FACTURING COMPANY as they now stand and which said Piece of Ground is held for the residue of a term of 999 years, subject to the annual Crown Rent of \$528.57. The property will be offered for sale in One

For further particulars and conditions of sale

WOTTON & DEACON, 35, Queen's Road, H. N. MODY, Auctioneer,

Victoria Buildings,

Queen's Road. Hongkong, 25th April, 1888. THREE DAYS

# AUCTION. NOTICE.

INSTRUCTIONS FROM MESSRS. KUHN & CO.,

ON ACCOUNT OF CLOSING BUSINESS, TO SELL at their Premises, 24, BANK BUILDINGS.

opposite THE HONGKONG HOTEL,

> MONDAY the 21st May, 1888,

TUESDAY.

the 22nd May, 1888,

WEDNESDAY. the 23rd May, 1888, Sale to commence each Day at 2 P.M. sharp.

THEIR WHOLE STOCK. comprising :-A Most Valuable Collection of ANCIENT and MODERN JAPANESE CURIOS and WORKS of ART, including many very rare Specimens of OLD JAPANESE PORCELAIN, LACQUER, BRONZE, ARMOUR and ARMS, GENUINE

SATSUMA, SATIN and SILK TABLEAUX. SCREENS, EMBROIDERED LADIES and GENTS' GOWNS and JACKETS, QUILTS, BROCADES, CABINETS, and a great variety of ELEGANT and USEFUL ARTICLES. The Pair of Magnificent (all cut Emoluments of the office \$50 PER MONTH, rising Bronze) CANDELABRA for 42 lights, and the TWO EXTRAORDINARY WOOD CARVED FIGURES (The wild-man of the woods and the Frog god) will also be offered at the Sale.

On view on FRIDAY the 18th and SATUR-DAY the 19th instant. Catalogues will be issued previous to the sale.

Auctioneer. Hongkong, 10th May, 1888.

G, R. LAMMERT,

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1165.

A N EMERGENCY MEETING of the above LODGE will be held in FREEMASONS! HALL, Zeiland Street, on MONDAY, the 14th instant, at 8.30 for 9 P.M. precisely.

Hongkong, 8th May, 1888. PERSEVERANCE LODGE OF

No. 1165.

REGULAR MEETING of the above LODGE will be hold in FREEMASONS! HALL, Zetland Street, on WEDNESDAY, the lifth instant, at 8.30 for 9 P.M. precisely.

[418 Hongkong, Stb May, 1888.

### Infunations.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED A FURTHER SUPPLY

CORDIALS,

JUJUBES, and

Mawson & Swan's

NEW PATENT WATER FILTERS.

THE HONGKONG DISPENSARY Established A.D. 1841.

Hongkong, 8th May, 1888.

# florinkonn Melegraph

HONGKONG, SATURDAY, MAY 12, 1888.

Our morning contemporary, in dealing with the judgment of the Supreme Court in the Opium case which attracted considerable attention a few weeks ago, expresses: gratification that the Acting Chief Justice, while deciding in favor of the Opium Farmer on a strict, question of law, condemned the action of that functionary for having asserted his legal rights before a public tribunal. And on the strength of this expression of opinion from Mr. Russell -an opinion, as we shall presently show, that was based on ignorance of the facts, earld which, as a censure on the Opium Farmer, could not under any circumstances be justified-a person who had broken the law is made the recipient of gushing sympathy, the Magistrate who merely performed his duty in accordance with the Ordinance is accused of ignorance and indiscretion, and the Opium Farmer. who acted throughout the proceedings ainder the advice of the Government, is held up as a vindictive oppressor of the innocent If this childish tirade merely represented the personal giews of the Daily Press i would hardly be worth, while to refute it. but when published as the dictum of the Acting Chief Justice delivered from the Bench of the Supreme Court; the matter assumes quite a different aspect, and is not only calculated to mislead the community but likewise to most unfairly prejudice the Opium Farmer in the eyes of the nublic. We consider therefore that, for the information and in the interests of all concerned, it is desirable to throw some lighton an important subject which appears. to be but imperfectly understood even by the higher Government officials.

As readers of this journal are aware our views have always been opposed to the provisions of The Opium Ordinance, No. 2 of 1887, a law that was specially enacted for the benefit of the Opium Farmer, and which is a most striking anomaly in this so-called free port. However, it is the law of the colony, purposely made law to protect the purchased rights of the Oplum Monopolist, and consequently we must take it as we find it. In the Opium case alluded to above, in which a Chinese dealer illegally re-imported 32 chests of opium-under circumstances which are too well known to need repetition-; the magistrate convicted the dealer and fined him \$20, and on appeal this conviction was upheld by the Supreme Court. As the dealer had broken the law unwittingly and owing to an alleged misapprehension on the part of the Government official who at the time filled the position of Superintendent of Imports and Exports, the police magistrate very sensibly took a lenient view of the case, and instead of inflicting a heavy penalty and declaring the oplum forfeit, as could have been done under the Ordinance, he merely fined defendant the nominal sum of \$20. An appeal to a higher Court was, as we have said, overruled, but the Acting Chief Justice, in addition to publicly censuring the Opium Farmer from the Bench for legally protecting his own rights, actually refused to make the usual order for the costs of the appeal. His lordship justified his action by remarking that in his opinion the Oplum Farmer should have taken another method of stopping a practice to which he had been so long a party. Judges like parsons and other proverbially wise persons, are not infallible, and in this particular instance it so happened that Acting Chief Justice Russell was arguing from erroneous premises. The Opium Farmer had never been a party to the illegal practice referred to; and he instituted the prosecution of the Chinese opium dealer at the instance of the Hon. ALFRED LISTER, Colonial Secretary of the colony. If anybody deserved censure from the Bench it was certainly not the Opium Farmer.

The facts are brief enough, and in justice to all concerned should be publicly known. where he had been on leave for Leveral

Superintendent of Imports and Exports had authorised holders, of opium permits to go to the Chinese hulk off Stonecutters' Island to pay lekin for the oplum intended to be, imported into China. On further being made, acquainted that it was a practice to take to, the Customs hulk in one cargo boat opium belonging to various. owners, and afterwards bring it back to the colony and distribute it amongst the different junks, in direct contravention of the Ordinance; and also knowing that is would be very easy to smuggle the opium ashore in Hongkong and retail it if the owners thought fit, thus bringing in large quantities of illicit drug to the detriment of the Farm, the Farmer, accompanied by his agent, at once went to the Colonial Treasurer, and fully explained the matter. The Colonial Treasurer, after making full inquiry, told the Opium Farmer that the practice of taking opium to the Customs' hulk and bringing it back to Hong. kong was clearly illegal, and instructed him to arrest the first cargo boat he found containing poplum. This resulted in-the-seizure-of-the-32-chests, and was theorigin of the case heard at the Magistracy and finally decided in the Supreme Court.

The arrest was made about 7 o'clock in the evening, and the opium at once handed over to the police at Yau-mah-ti. At 9 p.m. the Chinese dealer called at the Farm, and explained to the manager that he had permission from the Superintendent of Imports and Exports to send the opium eacross the harbour in cargo-boats; the Opium Farmer replied that, if such were 7th inst. the case the charge would at once bewithdrawn, but he must first consult his agent. The agent was sent for, and deniedknowing anything about the practice of taking opium belonging to different junks across to the Customs' hulk and then bringing it back again; he had never heard of such a thing. It was then proposed by the Opium Farmer that his agent and the Chinese dealer should go to the held at the City Hall on Tuesday the aand inst. house of the Superintendent of Imports and Exports, and if that officer admitted having Legislative Council, vice Mr. A. P. MacEwen.". accorded the permission as alleged, the prosecution would be withdrawn. The Chinese dealer said it was too far to go, but suggested that the chief clerk, who knew all about the matter, and who lives close by. might do as well. That functionary on being applied to denied ever having heard of the arrangement, and consequently the case at the Magistracy was allowed to proceed. Next morning the Oplum Farmer called on the Colonial-Treasurer to ask if it would be necessary to employ a solicitor. The Treasurer said "Yes, by all means! and instruct him to press the charge," After hearing the evidence of the Superintendent of Imports and Exports, the Farmer again' interviewed the Colonial Treasurer, and expressed his opinion that the Chinese dealer was not to blame, as he believed he had authority for acting as he did. Mr. LISTER coincided, and instructed the

ask for the infliction of a nominal fine.

The result was a nominal fine of \$20.

not easy to see any justification for the harshness imputed to the Opium Farmer by the Acting Chief Justice, and we readily understand that he feels somewhat aggrieved, especially considering that he acted throughout under the direct instructions of the Colonial Treasurer, and did nothing on his own authority, addition to public censure from the Bench and offensive references in the Daily Press -both of which we have shown were unjustified—the Opium Farmer had to pay a heavy bill for legal costs, so that on this occasion Mr. LISTER's advice proved both unpleasant and expensive. We assume that the Colonial Treasurer has been delegated by authority as special adviser of the Opium Farmer, although why such should be the case we are at a loss to understand. The rights of the Farmer in Hongkong must be clearly ball; the left shoulder kept well forward and the enough set out in his contract with the Government, and any advice, legal otherwise, that he may from time to time require, should be obtained from indèpendent sources. In selling the exclusive right to deal in oplum, the Government surely did not also lease to the monopolist the valuable assistance of the honorable gentleman the first lord of our local Treasury! It will probably suggest itself to many of our readers that if Mr. Lister is adviser-in-chief to all the Chinese clients. of the Government, his precious time must be so much occupied that it is no marvel complaints are so numerous regarding the unsatisfactory state of affairs at the Post

## TELEGRAMS.

(Reuter.)

THE HOME DEFENCES. LONDON, May 10th The Right Honourable Edward Stanhope has

months, the manager of the Opium Farm the right honourable gentleman reviewed the first became aware that the Acting defensive measures adopted by Her Majesty's Government for the safety of the ports, notably after midnight flumes were discovered in Chinese. I that were we to insert it, an early invitation to those of Landon, and stated that the Government have resolved to organise a third semy corpsof regulars and militia, to be supported by volunteers, the Government relying largely upon the patriotism of the latter body.

#### (From Straits Times.) WARLIKE PREPARATIONS.

LONDON, May 4th, Mr. Stanhope introduced a Bill extending the powers of the Government in calling out the Volunteers and Yeomanry and requisitioning transport in case of emergency. The Bill was read a first time.

#### RUSSIA AND GERMANY.

BERLIN, May 4th. The nomination to a post in the Russian Ministry of the Interior of the Panslavist General Bogdunovitch, who was last year dismissed from the Russian Army, has caused disquiet in

#### AUSTRALIA AND CHINESE IMMIGRANTS.

The following telegram from Sir Henry Lock Governor of Victoria, to Governor Sir W. Des Vœux, has been forwarded to us by the Colonial

MEIBOURNE, May 10th. "I telegraphed on 8th May. Since received your telegram of same date, to which I replied that my Government deny that a new policy has been adopted, only strict enforcement of existing law but which they desired should be carried out in a manner to obviate as far as possible loss or inconv nience to British merchants or

#### LOCAL AND GENERAL

H.M.S. Audacious, with Admiral Sir Nowel Salmon on board, left Amoy for Shanghai on the

MR. Sercombe-Smith to-day committed for trial the Sikh constable who had been charged wit' assaulti g a schoolboy.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, instituted a couple of weeks since. Our represent-Zetland Street, this evening, at 8.30 for 9 o'clock ative, who availed himself of the kind invitation precisely. Visiting brethren are cordially invited. sent by Mr. Finding Smith, the Company's Sec

A SPECIAL general meeting of the members of the Hongkong Chamber of Commerce will be for the purpose of nominating a member of the

By kind permission of Colonel Ande son and the officers of the 2nd Northamptonshire Regiment the Regimental Band will play in the Public Gardens, to-morrow (Sunday), from 9 till 10 p.m The following will be the programme:-

TONM MORAN, Bandmasier.

Arthe Police Court this morning Mr. Wodehouse dealt, with commendable firmness, with ore o the many jewel cry-snatchen Two Chinese youths got one on each side of a. woman in one of the pative streets yesterday, and, after snatching her earrings, ran away. P.C. 601 Bhoola Singh gave chase, and, after following one up hill and down for about a mile, caught him with the earring in his possession. The magistrate sentenced him to six months imprisonment, and to receive 20 strokes with a rattan. He also promised to recommend the constable for his scarcely less popular.

Farmer not to press the charge, but to A CORRESPONDENT writes:-"I noticed in the Daily Press a few days since a statement to the effect that the P. & O. Co.'s extra steamer Under the foregoing circumstances it is Kashgar was expected here from Singapore on the 9th inst.; on the 10th inst. it was stated she prominently headed "Now first published." was due that day; yesterday she was mentioned as being due, and in this morning's paper there is the same old story. Will you kindly inform when the Kashgar is due, or if anything is supposed to have happened to her, as I have a correspondent has no occasion for alarm. Our advices are that the Kashgar left Bombay on the 3rd inst., and is consequently not due in Hongkong for more than a week to come.

> DR. GILBERT GRACE'S record is without doubt the most brilliant of any cricketer that ever lived. He has made over 50,000 mns, which means that the Daily Press, our morning contemporary, he has run over 600 miles of ground to obtain these runs. He has made 100 runs in an innings more than 130 times; soo runs 12 times; 300 runs thrice, and once he made 400 runs. His advice to young players ought to be framed and hung up in every club-room: "Play with a free and upright bat; be not anxious about scoring at the first ; kept your eye well on the left elbow naturally well up; stand upright, with the top of the handle of the bat just above your belt, and the blade almost on a level with the

middle stump." Six coolies were brought before Mr. Wodehouse | Duncan Gillies, the Victorian Premier-is ing some ten doller note one alleged that he had lost, and which the keeper of the house' refused to replace. Someone called out that they "would have the value of it?" and commenced to break crockery, seats, tables, and everything moveable inspector Swanston afterwards arrested the prisoners in a house which seemed to be the rendesvous of a Kongsee, a live cock being under the bed as though in readiness for sacrifice at the initiation of members. Mr. Wodehouse commented, strongly upon the conduct of the mob, and directed the Inspector to Shortly after his arrival from Pennag, received an influential deputation of commoners sift the matter thoroughly. To permit of this be interested in the above subject. In replying symanded the case until Friday next.

Street fire, the brigade had another call. Shortly the room was then all ablaze, the flames threatening to leap across the narrow lane. The streams from the two jets directed from the opposite side soon extinguished them, however, the damage being confined to the two upper rooms, in which there was but little property.

"KERP your seat, Horace," were the instructions Hank Monk, the stage-driver, yelled to Greeley in his famous journey down the mountain grades. Horace found his carriage exercise very little more trying than anyone who traverses that portion of Queen's Road between the City Hall and the bottom of Ice House Lane. In a fast ricksha it gives one an idea of being tossed in a blanket, or riding a buck-jumper, or a rail. The roadway is a long continued series of irregular undulations; if anyone traverses it on foot it is like perpetually stepping on a stair that isn't there, with stubs of the toe by way of variety. In the interests of everybody" except surgeons and undertakers let a roller or something meander over it. :

Some Dublin gallery humors are thus recorded in the London Erd almanae for 1888. The last | demonstrated to allow any hope that he will ever | strike and shake very much. I ran out on deck thing I hard, says the writer, in the poor old Royal was during the last Italian opera season there. One of the prima donna's songs was vociferously re-demanded, "Encore!" ringing over the house. "Arrah, hang onkore: give us the song ag'in, ma'am," cried a voice from the gallery, and she did. One of the funniest scenes I can remember occurred in the old Fishamble Street Theatre. The play was "Hamlet," and the gallery chassed the Prince unmercifully, especially in the scene with the Ghost, At length Hamlet stepped forward, and addressing the gallery, said, " Look here, me boyes, if yiz don't stop yer coddin', me an' the Ghost will go up there an' bate the devil out o' the lot iv yiz,"

THE Peak Tramway Company ran their cars up and down the Peak station this afternoon connection with the final trials which were retary, found the trip a most delicious one, everything working in the most satisfactory manner. An up-car left at 4.08 p.m., passing Kennedy Road at 4.10, Bowen Road at 4.11, the junction at 4.14, the sharp curve at 4.15, and reached the Peak station at 4.17. The temperature of

the higher levels was simply vernal, the thermometer inside the Peak Hotel registering 75 degrees. The down-trip commenced at 4.45, the car reaching the station exactly nine minutes afterstarting, the same time having been covered by the up-trip. We hear the Company expect to obtain their license in the course of a week, when the public of Hongkong will avail themselves of one of the most pleasant and cheap excursions to be found in this quarter of the globe. A trip to the Peak before breakfast, or after business hours, under such conditions, would really be a boon to the land-locked and sweltering population of this Malta and Gibralt

On April 6th the following advertisement appeared in our morning contemporary:— WE have satisfaction in making known to our Subscribers that we have secured for ORIGINAL publication in the

columns of the

a New Story by WILKIE COLLINS, universally admired as the Author of "The Woman in White" and other fictional works

"HONGKONG D'ILY PRESS"

THE TITLE IS

"THE LEGACY OF CAIN." And on April 14th the opening chapter appeared with the announcement that the Novel was "Now first published." In this morning's issue, the Daily Press prints chapters 17 to 22 It will be remembered that at the time the so-called original publication of this novel was first announced, we directed attention to the pious fraud attempted by our unctuous contemporary, and threw some light or considerable interest in her safe arrival." Our poor old Granny's boasted enterprise! And we are now in a position to still further discount our contemporary's " original publication.". . The Sydney Daily Telegraph of April 7th contains journal makes no claim to original publication, or any such rot. Considering that April 7th was a full week before the first chapter appeared in it has any feeling of shame left, which we gravely doubt-will in future take a very far back seat when the discussion of honest journalism is on the tabis.

THE telegram from the Governor of Victoria to Governor des Vœux, published in another part of this issue, throws very little additional light Whether the refusal to allow the Chinese immibefore. It appeared that four men patronised on their return voyage to Hongkong. Nor is it the house early one morning, and whilst there of any particular interest whether the Chinese one became enraged because a servant stumbled are to be rigidly excluded from Victoria by the against him. They left, uttering many strict enforcement of the existing law or by an threats, and a short time afterwards a enactment, so long as it has been decided that crowd of about a hundred entered and drank they are to be kept out. And on that point tea. They then made a disturbance respect- there would appear to be no room for doubt, Telegraphic instructions have been received from Sydney, by the Agents of the E. and A. Company not to send any Chinese by their steamers, which is a plain enough indication that New South Wales has quickly followed the sister colony's lead, it is reported that the China Navigation Co.'s vessels will take Chinese passengers to the Colonies under certain guarantees, but it is more than likely that they ict me know. The last I saw of the ship was noting the word on the will not be permitted to land. We shall be about 11 to 1 she was going along by the better able to judge of the value of the Victorian wind under three lower topsails, foresail, and the Court adjourned for luncheor, ib; then it came on equally and rainy and high adjourned for luncheor, ib; then it came on equally and rainy and high a 30, on the resitting of the Court we lost sight of their it did not strike me to like a lost last. September in that we could have anchored the ship we of the Afghan,

THIS morning, within twenty hours of the Jervois- THE letter sent for publication, and signed ", Disgusted Merchant" is so clearly libellous Street, in the top story of No. 11, the tenant of interview Mr. Wodehouse at the Magistracy which is anknown. Steamers 3, a and 5, while might confidently be reckoned on. MIL'th. the Volunteer engine, were quickly down, but same we lagree with our correspondent's sentiments, if self-protection compels us to disapprove of his language. Seneca, the famous Spanish rhetorician who flourished nearly two thousand years ago, said that there was nothing more disgraceful than that an old man should have nothing to produce as a proof that he has lived long except his age.

> WE have received several letters, all more or less condemnatory of the action of Postmaster Lister in delaying the delivery of the French mail on Thursday last; but as the feeling against that official's muddling is unanimous throughout the colony, their publication would serve no useful end, especially as we deal fully with the matter, in the plainest English, in our editorial of the roth inst. The gross mismanagement of our postal affairs has now arrived at such a pitch that forcible representations should at once by made to the Government, either through the medium of the Chamber of Commerce or by the unofficial members of the Legislative Council by the best motives—the infernal regions are, by before, I was in the second mate's. She struck the way, said to be paved with good intentions -- on the reef in the afternoon about four o'clock his "old groove" policy has been too frequently. I was in my work-shop at the time and felt her become an efficient-post-master, and we cannot at the moment think of any other public position in the colony he would adequately fill, notwithstanding his past experience in that branch of the detective department directed by the Registrar General and the Colonial Surgeon We should be glad, both for his own sake and in the interests of the colony, to see this excellent old gentleman comfortably pensioned off, and quietly settled down in some country village at home, where in time h: would doubtless become the oracle of the district. The second

MARINE COURT OF INQUIRY.

THE LUSS OF THE "ROCK TERRACE."

The inquiry into the loss of this ship was resumed this morning at the Harbour office at 10.30 before Commander R. M. Rumsey, R.N., President ; Staff Commander J. A. G. Buckner. H.M.S. Victor Emanuel; Capt. W. H. Wotton, steamer Balavia, and Captain J. D. C. Arthur, steamer Chingtu. The following evidence was crowded out of our yesterday's issue Augustus Harris :- I was first mate of the

ship Rock Terrace and hold a Canadlan certifi-

cate as master, issued at Nova Scotia in Sept. 1882. I joined the Rock Terrace on 22nd May, 1826, in London. On this voyage we lest Philadelphia on 22nd September. I had charge of one watch, and the 2nd mate, of the her in September of last year in Philadelphia It appears to be a mere quibble on words. my boat, and the and mate took his men. The boat got ashore about 10.30; I think it was the captain. Captain Anderson did not think it necessary shore, and all got up to the entrance about the lad ask the witness any questions same time, when a canoe came out to show us ... To Augustus Harris, Chief mate. It was the way in. After getting ashore I did not go in the cabin when you said to me "damn the and talk to the captain ; he went to see the captain's papers ; it was there also when the

were not ready; we might have stood off the land and got ready, but the crew were tired. I think now it might have been idone, but the idea did not strike 'me at the time. There was no growling amongst the crew: they used to complain of being tired, that was about all. The foremast, had settled about four inches, the top works of the ship were started, the windlass bitts slack, and the copper had jumped

off the sides. A declaration was made by the captain and signed by myself and others of the crew while we were on the island. I don't know where it is now.

On the Court resuming its sitting this morning the following evidence was taken:

John Bennet :- I was carpenter of the Rock

Terrace, and joined her in Philadelphia before

leaving on her last voyage. I have been at sea.

twenty years. There were two pumps in the Rock Terrace; they were abaft the mainment and worked very badly, they were crank and fly-wheel pumps with two suctions of eight inch diameter each. The ship was numped every four hours after leaving port and I used to sound before pumping, when I found about it inches . in the wells. The pumps sucked at 9 inches, and the ship made in fine weather from 2 to 3 inches in four hours. I never remember her to have made more than 3½ inches during four hours. I was in the mate's watch and always sounded the pumps during the day, but not at night. After the ship Even conceding that Mr. Lister may be actuated | got on the reef I was in the mate's watch, but and saw the masts shaking very much ; then the men said they would get the boats out ; the Capt. said "sound the pumps," There was no sounding pipe and I had always to draw the boxes before could sound the wells. After the ship got on the roof we had to pump every quarter of an hour with about a quarter hour's rest between. Sometimes she would make 6 in, in a quarter hour. We rigged a boat's mast to the handle of the pump so as to get more leverage and make room for more men on the handle. The day we made Gaum the ship was making about the same amount of water as she did the day after getting off the reef. I heard the chief mate say. two or three days before we left her that she was to be beached in order to save the cargo. I dld not hear anything about leaving the ship till the order was given to take to the boats. I had charge of the boat I was in, the captain told me to take charge of it. The captain and mate left first and afterwards myself and the boatswain. I had three or four men in my boat and we put our clothes in and my box of tools, also a barrel of bread and some canned meat. It took us about twenty minutes to get ashore, and the last I saw of the ship she was going away under sail. Nobody was sick, and we all got our regular provisions. The ship was not scuttled before we left her; I am quite sure of that. Peter Martyn -- I was steward-of-the Rock Terrace and my wife was stewardess. I joined

other. I was in the habit of taking observations | I remember the day when the ship struck on the at noon up to the day of striking on the reef. I reef. I was on the poop near the captain, worked up the D.R. every day. Nothing of any shutting a window. I heard the order given to interest occurred up to the day of the accident. get out the boats and afterwards the captain told It was the 2nd mate's watch that afternoon; I me to get some bread up for the boats, but very did not know of the existence of the reef, because | soon the ship slid off the reef, and then it it was not marked on my chart. I had no con- was not wanted. I heard the captain give versation that day with the captain as to the carders about the pumps, and the men were existence of the reef until after the ship struck. | pumping about ten minutes. About eight days I came on feck about half past three and the lafter she came off the reef the chief mate came. ship was struck by a squall about 4 while on the to me in the galley and said I was to look port tack and heading about N. by E., on afterfahe captain as he was afraid he was a wind. We were in the act of shortening going off his head; that my wife was to sail when the ship struck, which was very keep her eye on him and let the mate know what heavily, and I told the captain I thought we | was going on. The captain and mate did not should cut away, the masts so as to lighten; have their meals together after the ship struck, the ship and let ther come off. His reply they both had their meals in the cabin but at was-"Hold on, I think she is working off." 1. different times. The captain told me that he suppose she was ashore about 25 minutes, could not get the officers to obey him, that they and she came off herself. The reef was on were putting the crew up to make a laughingthe weather side; of the ship and discoloured, stock of him, and that he would serve them out water could be seen. After coming off, the when he got them ashore. The Captain told me pumps were sounded, but I did not hear how this more than once. The crew worked properly much water was found, my duty being forward, after, the ship had been asbore; they were in securing the bowsprit. At 6 o'cleck my pumping, principally. The usual time at the watch relieved the other, who told us the pumps was 8 minutes with about 18 to 20 or 25 pum, s had not sucked, and we continued minutes spell. There were about eight men at pumping about half an hour when we got a suck. the pumps, with the officer. They tried to rig After this the 2nd mate and myself had a windmill, which did not succeed. There consultation with the captain as to getting the was a "donkey" in the ship which had been ship to Japan, and afterwards the crew were used once for pumping and was in the called aft and asked by the captain, if they were lafter part of the midship house. "I don't willing to work the ship to Japan, when they know why it was not used on this occasion. said they would try their best. After standing I offered to light it with paraffin; that about half an hour it would take about ten was because there was not coal enough. The minutes to suck her out. She was making about captain came to look at it, but said it was no bin, an hour and was pretty flat in the floor. It good, I said I would work it if he liked. I also don't think it would have been much use putting spoke to the chief mate about it, but he used to any sails under the bottom, as we thought the snap at me and say, I starved the crew, I saw leak was all over her. I saw some pieces of the the donkey engine used for pumping the ship keel floating about while she was on the reef. some years before when I had sailed in her. Our reason in steering for Gaum was to beach About ten or eleven days before arriving the ship there, in order to save the cargo; this at Gaum I heard the two mates tell the captain appeared to me the best thing to do: On getting that they had better take to the boats. to the island and on the west coast, which was the did not know they were going to take to the lee side, I and the captain were looking for a good | boats ; I thought they were going to run her place to beach her but could not see one I'we were | ashore on the beach. On getting to the harbour about a mile from the island and found the at Gaum we saw a ship there in the harbour, chapter-XX-of the "Legacy of Cain," and that breakers heavy. We saw a few buts near the but towards night kept off the land and shore and afterwards some natives running returned in the morning the captain and mate along the beach, but they did not appear to were on deck when we passed the point, and take any interest in us gour ensign was hoist; soon after the order was given to "out boats." union down, and finally we decided to standoff the I had no orders to get any stores ready, but I land, which was done till to p.m. where we wore did that without orders, and got bread up and ship and stood into the land. On geiting nest canned meats. When I came up from below I the harbour the wind came out off the land, and found the captain had gone away in his boat stopped us from getting in when we consted along with the and mate and my wife. I sung along the beach looking for a good place to outs what did you go away for," and he replied beach her. Finding no place, and the wind take the next boat." On getting into the cabin . falling away to a calm, the captain then gave I found the chief mate there : I told him the the order to get out the boats; not to me, but captain had left his papers, but he would not to everybody. I did not go and consult with take them, and said, that if I did not look sharp him because the order was not given to me I should be left behind. I put the papers in my on the Chinese dead-lock in Australia; in fact, specially. I picked out the men I wanted for trunk and told the mate I had done so; the said "damn the captain's papers." He took the boats were got out and provisioned. I put in captain's gun and revolver and got into his own canned meats and provisions; I did not put in boat and shoved off. He refused to take my grants on board the steamer Afghan to land at | the ship's log; book, although it was in my trunk with the captain's papers in, and it was Melbourne is or is not a new policy in the | charge; I forgot a good many things | I know | left behind. After we got ashore I staid in a opinion of Sir Henry Loch-or rather of Mr. there was no hurry. I did not go and talk to house with my wife away from the others; the captain; it might have been my duty, but I I heard the mate and and mate say if the was putting my boat out. The carpenter and captain was going to act nasty with them, this morning on a charge of damaging property very little moment in face of the facts that their boatswain were the last to leave the ship. It they would be masty with him; he had to the extent of \$30 in a tea-house, a few days | landing was prohibited, and that they are now | might have been a case of every man for himself; | no anchors and chains up, and they thought there did not seem to be anybody thinking about | they would be able to make something out of it. anything at the time; it might have been my | Signals were not made to the vessel which was duty to have given the captain my advice, but I in port. I did not know her name; she went did not do so. He left the ship before me; the out to sea the day after we landed and did not and mate had charge of his boat, because the seturn -I heard, before we got to Gaum, orderscaptain said he could not take charge of his own given about getting the anchors ready, about boat. He complained a little of dysentery and two days before by the captain to the chief want of sleep, and sometimes I used to tell him mate, but I did not hear any remarks made to try and go to sleep, but he was generally | because they were not ready, till we got ashore. around. We left the ship about 8 a.m. and the last | Then I heard some growling about it by the

Governor, and I staid with the crew. I knew he captain asked you why the anchors and chains was not well, but there was a doctor there. I were not ready. I did not hear your reply. thought if he had not been well he would have the and male -I heard you speaking could not have anchored because the anchora I Philadelphia I have no certificate, and had



. I 927

SATURDAY, MAY 12, 1888.

For Sale.

FOR SALE.

GERMAN BEER.

\$7.25 per Case of 4 Dozen Quarts.

Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE

"METAPEDIA,"

diate delivery of their Goods from alongside.

risk and expense and no Fire Insurance will be

All claims against the Steamer must be pre-

sented to the Undersigned on or before the 18th.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

ONSIGNEES of Cargo per Steamship

"CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their

Bills of Lading for Countersignature, and to take

immediate delivery of their Goods from along-

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE,"

FROM HAMBURG, ANTWERP, LONDON,

PENANG, AND SINGAPORE.

notice to the contrary be given before 4 P.M.,

instant, or they will not be recognised.

Hongkong, 10th May, 1888.

HE Steamship

ance has been effected.

be entertained after the 14th instant.

Hongkong, oth May, 1888.

Bills of Lading will be countersigned by

No Fire Insurance has been effected.

Bills of Lading will be countersigned by.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND

SINGAPORE.

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their goods

are being landed at their risk into the Hongkong

and Kowloon Wharf and Godown Company's

West Point Godowns, whence delivery may be

Cargo remaining undelivered after the 15th

Shipping.

STEAMERS.

FOR SHANGHAL

"YANGTSZE,"

Captain Tonningsen, will be despatched for

the above Port, TO-MORROW, the 13th instant

For Freight or Passage, apply to SIEMSSEN & Co.

THE CHINA AND MANILA STEAMSHIP

Hongkong, 11th May, 1888.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE,"

For Freight or Passage, apply to

Hongkong, 11th May, 1888.

UNION LINE

Captain McCaslin, will be despatched for the

above Ports, on MONDAY, the 14th instant,

COMPANY, LIMITED.

RUSSELL & Co., General Managors.

DAVID SASSOON, SONS & Co.,

ADAMSON, BELL & Co.,

RUSSELL & Co.,

CHS. D. HARMAN,

instant or they will not be recognised.

Hongkong, 11th May, 1888.

Hongkong, 11th May,:1888.

EDUARD SCHELLHASS & CO.,

Sole Agents.

Hongkong and China.

Macao, 3rd April, 1888.

Hongkong, 3rd May, 18-7.

THE Steamship

effected.

and expense.

FOR SALE CHEAP.

A. A. DE MELLO & Co.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL ......£2,000,000. PAID-UP CAPITAL ..... 500,000.

BRANCHES IN INDIA, CHINA, JAPAN

Registered Office, 40, THREADNEEDLE STREET,

AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, INSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 5 per Cent. per Annum.

ON CURRENT DEPOSIT ACCOUNTS 2 per Cent, per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on -advantageous terms.

AGERCY OF THE NATIONAL LIFE ASSURANCE E. W. RUTTER,

Manager. HONGKONG BRANCH.

HONGRONG AND SHANGHA BANKING CORPORATION.

PAID-UP CAPITAL .....\$7,500,000. RESERVE FUND ...... 3,900,000. RESERVE LIABILITY OF } 7,500,000. 

COURT OF DIRECTORS :--CHAIRMAN-Hon. JOHN BELL-IRVING. DEPUTY CHARMAN-W. H. FORBES, Esq. C. D. BOTTOMLEY, Esq. | S.C.MICHAELSEN, Esq. W. G. BRODIE, Esq. J. S. Moses, Esq. H. L. DALRYMPLE, Esq. L. POESNECKER, Esq. B. LAYTON, Esq. N. A. SIEBS, Esq. Hon, A. P. McEWEN. E. A. SOLOMON, Esq.

CHIEF MANAGER HUNGKONG-THOMAS JACKSON, Esq.

MANAGER. SHANGHAI-EWEN CAMERON, Esq. LONDON BANKERS-LONDON AND COUNTY BANK.

HONGKONG-INTEREST ALLOWED. N CURRENT DEPOSIT ACCOUNT AL -the rate of 2 per cent, per Annum on the daily balance.

ON FIXED DEPOSITS :-For 3 months, 3 per Cent. per Annum. 6 months, 4 per Cent. per Annum. For 12 months, 5 per Cent. per Annum. LOCAL BILLS DISCOUNTED. CREDITS granted on approved Securities,

and every description of BANKING and EXCHANGE business transacted. DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

Hongkong, 25th April, 1888.

RULES OF THE HONGKONG SAVINGS

BANK. I.—THE BUSINESS of the above BANK will be conducted by the HONGKONG

AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1. 2:-SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500

in any one year. 3.-DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONG-KONG AND SHANGHAI BANKING CORPORATION on fixed deposit for: 12

months at 5 per cent. per annum interest. 4.—INTEREST at the rate of 31. 1/2 per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand but the personal attendance; of the Depositor or his duly appointed, Agent, and the production of his PASS-BOOK, are

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON,

Chief Manager Hongkong, 1st September, 1887.

# NOTICE.

#### HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS AND ENGINEERS TEXPORT BIER BRAUEREI, DREWS APENRADE ACTIEN BRAUEREI. are respectfully, informed that, if upon L. Ca. their arrival in this HARBOUR none of the ... Gaarden ucar Kiel.
COMPANY'S FOREMEN should be at hand, ulmperials BEER, Quarts and Pints. ORDERS FOR REPAIRS, if sent to the HEAD KIELER EXPORT LAGER BEER. OFFICE, No. 12, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of distatisfaction

D. GILLIES, Secretary

Hongkong 75th August, 1885.

Untimations.

LANE, CRAWFORD & CO.

NEW GOODS

LEUSS' PATENT HAND ICE MAKING MACHINE. AMERICAN ICE CREAM FREEZERS. HINKS' DUPLEX CHANDELIER LAMPS.

BELGIC 60 CANDLE POWER HANGING LAMPS. COFFEE MACHINES. GARDEN SYRINGES. AGATE COOKING UTENSILS. LEMON SQUEEZERS.

COFFEE ROASTERS. COCKROACH TRAPS. VEGETABLE STRAINERS. RAIN COATS. DESSERT SET.

SMITH'S GLASGOW

Hongkong, 28th April, 1888.

RUBBER SEA BOOTS.

C'TATESMAN'S YEAR-BOOK, 1888. Carles's Life in Corea. Victoria Cross Heroes from the Crimen to Electricity and Magnetism, by Thompson.

Commander Martin's Navigation and Nautical Astronomy. Froude's English in West Indies. Gray's Structural Botany.

Wood's Nat. History Library, ed., 3 vols. Pole on Whist. Cavendish on Whist. Beeton's Dictionary Geography History and, Biography. Chambers's Encyclopædia. The New Universal Language "Volapuk" by

Von Aalst of I. M. Customs Service. A very fine Piano by Kirkman, trichord throughout, ironframe, and guaranteed first class instrument. Hoxing Gloves. Cricket Balls, Cheap Pianos that have been on hire for few Walnut Letter Racks. months. Good as new.

Pianos, can be purchased by monthly payments A fine lot of Good Oleographs, framed and unframed.

A new lot of Framed Pictures. Myrtle Grove Tobacco. New Inkstands in various designs, 2 and 3 bottles. New stock of Feather and Hand painted Fans. Great variety of Photo Albums. Very cheap illuminated Album, \$3. Meerschaum Pipes and Cigarette Holders. Demon Tennis Bats. European Account Books, ready ruled. Chit Cases and Books.

Ladies' Glace Walking Shoes. , thin Kid ... New French Books, including " La Terre."

Leather Covered Dumb Bells.

# ROSE &

HAVE RECEIVED

ND ARE SHOWING A CHOICE

MATERIALS FOR LADIES' AND CHILDREN'S. SPRING AND SUMMER DRESSES,

IN NEW DESIGNS.

A LARGE STOCK OF LADIES AND CHILDREN'S STRAW HATS,

THE "SAILOR HAT" FOR LADIES, IN ALL KINDS OF STRAW & COLOUR. ROSE & CO.

37 & 39, QUEEN'S ROAD, HONGKONG. Hongkong, 7th April, 1888.

# KELLY & WALSH, LD

HAVE JUST RECEIVED A NEW STOCK OF

# BRINSMEAD'S PIANOS

INCLUDING A MAGNIFICENT FULL-SIZE CONCERT GRAND in Solid Mahogany. with all the latest improvements, the chief features of which are the Patent Perfect Check Repeater Action, Sostenente Sounding Board, Sympathetic bridges of reverberation, triplex scales, tone-sustaining pedal, and the new patent Tuning Apparatus.

To meet the demand for a really good instrument at a reasonable cost, Messrs. BRINSMEAD have specially constructed, to our Order, an Up ight Trichord Mahogany Piano, warranted to: stand the climate, with which we give a written guarantee. The price for Cash is \$350, or on the Two Years Hire and Purchase System \$15.50 per month.

### PIANOS ON HIRE.

TWO OF BRINSMEADS' SEMI-GRANDS AND TWO UPRIGHT PIANOS ARE AVAILABLE FOR HIRE ON REASONABLE TERMS.

> KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 4th May, 1888

# ROBERT LANG & CO. TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

TALL SILK HATS. Drab Felt-Hats. Black, Brown Drabland Grey Hard Felt Hats. Terai and other Soft Felts.

Tweed Hats and Caps in New Straw Hats and Pith Hats. Silk Umbrellas from \$5 each over 100 to choose from. A large assortment of Walking Waterproof Coats, Leggings &

Chair Aprons. Travelling Rugs and Scotch Ready Made Ulaters in Stock.

Over Coatings, Light & Heavy. | Overland Trunks, Gladstone Ulster Tweeds. Fine Black Diagonal & Corkscrew for Dress Suits. Black, Blue and Brown Fancy. and Diagonal Coatings. Fancy & Check-I weed Suitings. Trouserings in great variety of Stripes, Checks and Plain. Cricketing Flannel, Stripes,

Checks and Plain. White and Fancy Vestings French Printed Shirtings. Unshrinkable-Flannel,\_\_\_\_ Solid Leather Portmanteaus.

Bags, and a variety of Travelling Cases, all sixes. Winter, Medium and Summer Under Vests and Pants. Silk Half-Hose, Black, Navy HE Steamship and Colors. Lamb's Wool Merino and Lislo Thread Half-Hose.

White Dress Shirts. Lacing & Elastic-side Walking at II A.M. Boots and Shoes. Shooting Boots, Rubber Boots, Patent Leather Boots & Shoes Dancing Pumps, all sizes. Large Stock of Scarfs, Ties, Hundkerchiefs, Braces, &c.

ROBT. LANG & CO.

Houghoug, 22nd February, 1868

SOLE AGENTS FOR

BERGEDORF VEREINS BRAUEREI. BREWERY BAVARIA MUNICH. HACKERBRAEU in Quarts and Pints.

FRIEDRICH KROTE'S COBLENZ, Celebrated Champagne, Rhine and Moselle Wines, Excelsion Champagne, Carte d'Or, Carto Blanche, Mosello Mousseux, Laubenheimer, Geisenheimer, Rauenthaler, Josefshofer, Bernenstler Doctor, &c.

Now, on view, for the first time imported to this Colony: With Mochanism for transposing for the accompaniment of singing or other instruments. HEUERMANN, HERBST & CO., Queen's Road, 14.

Liongkong, toth January, 1668.

BERGEDORF BEER in Quarts and Pints.

HE Steamship

METAPEDIA." Captain Purvis, will be despatched for the above Ports, on MONDAY, the 14th instant, at Noon

For Freight or Passage, apply to
RUSSELL & Co.
Agents

FOR YOKOHAMA AND KOBE.

Hongkong, (1th May, 1888.

# Shipping.

STEAMERS.

BOUT TEN TONS OF ASPHALTE. FOR NEW YORK, VIA SUEZ CANAL HE Steamship

> "STRATHLEVEN." C. W. Pearson, Commander, will be despatched for the above Port, on the 14th inst. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, 8th May, 1888.

DRAUEREI "ZUR EICHE," KIEL FOR SHANGHAL. THE Steamship

Hongkong, 8th May, 1888.

"ALBANY," E. Porter, Commander, will be despatched for [463] Waabove Port, on MONDAY, the 14th instant, For Freight or Passage, apply to ADAMSON, BELL & Co.,

FOR SINGAPORE, PENANG AND CALCUTTA. THE-Steamship

"JAPAN," Captain Tas. Gardner, will be despatched for the above Ports, on TUESDAY, the 15th inst., Captain Purvis, having arrived from the above at NOON.

Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Under-For Freight or Passage, apply to DAVID SASSOON, SONS & Co., signed for countersignature, and to take imme-Agents. Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees'

Hongkong, 9th May, 1888. CHINA NAVIGATION COMPANY LIMITED.

FOR SYDNEY AND MELBOURNE. THE Company's Steamship

"CHINGTU,"

Arthur, Commander, will be despatched as above, on WEDNESDAY, the 16th inst., at DAYLIGHT. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried. For Freight or l'assage, apply to

BUTTERFIELD-&SWIRE, Hongkong, 11th May, 1888.

"MALWA"

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE. (PASSING THROUGH THE INLAND SEA.) THE P. & O. S. N. Co.'s Steamship

will leave for the above places on TUESDAY. the 22nd May, at DAYLIGHT. This Steamer has most superior Accommodation for Passengers, both 1st and 2nd

Salcon. For Freight or Passage, apply to ONSIGNEES of Cargo are hereby informed that all goods, are being landed at their Superintendent. risk, into the Godowns of the Kowloon Wharf Hongkong, 8th May, 1888. and Godown Company, at Kowloon, whence

and/or from wharves delivery may be-STEAM TO SHANGHAL THE P. & O. S. N. Co.'s Steamship Optional Cargo will be forwarded unless

"VERONA" will leave for the above place about 24 hours

No Claims will be admitted after the Goods after her arrival with the outward English have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject E. L. WOODIN, Superintendent. 'All claims against the Steamer must be pre-Hongkong, 8th May, 1888. sented to the Undersigned on or before the 16th

> SAILING VESSELS. FOR SAN FRANCISCO.

THE American Ship "PACTORUS." Burnham, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hongkong, 6th April, 1888.

Mails.

OCCIDENTAL AND ORIENTAL STEAM SHIP COMPANY.

instant, will be subject to rent. No Fire Insur TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, Consignees are hereby informed, that al MEXICO. claims must be made immediately, as none will CENTRAL AND SOUTH AMERICA. AND EUROPE

THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING STEAMERS.

HE Steamship

"GAELIC! will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 30th May, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:--To San Francisco and return, 350.00 To Liverpool

To London 330.00 To other European Points at proportionate of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of to per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. SOA. Queen's Road Central.

C. D. HARMAN,

Mails.

SIX DOLLARS

PER QUARTERI

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENCERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

",AIVATAB 2,553 Tons Register, Watton, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via; KOBE, and VOROHAMA, on TUESDAY, the 15th May, IL THREE P.M.

To be followed by the S. S: "PORT

ADELAIDE" on ist June, and S.S. "PARTHIA" on the 21st June. Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the egular Steamers of the Pacific Coast Steamship

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers ...

First:class Fares granted as follows :--To Vancouver and Victoria...(Mex.)\$160.00 To all Common Points in Canada ) and the United States ...... To Liverpool ..... 300.00

To London...... 305.00 . To other European Points at proportionate rates. 'Special reduced rates granted to Officers if the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo desfined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent,

in the 14th May. All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the

ADAMSON, BELL & Co.,

-Hongkong-oth-May-1888-

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-LAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN

"CITY OF RIO DE JANEIRO" will be despatched for San Francisco, wid Yoko-hama, on SATURDAY, the roth May, at

portation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America. by the Company's and connecting Steamers. Through Passage Tickets granted to England

France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows:-

To Liverpool...... 325.00 To London..... 330,00 To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of to per cent. This allowance does not apply to through fares from China and Fapan to Europe.

the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full ; value of same is required. Consular Invoices to accompany Cargo destined to Points beyond San Prancisco, in the

United States, should be sent to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Hongkong, and May, 1888.

STEAM FOR SINGAPORE, PENANG, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, AND LONDON

ALSO,

N.B .- CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

"ANCONA," Captain W.J. Webber, with Her Majesty's Mails, will be despatched from this for LONDON direct, VIA SUEZ CANAL and usual Ports of call on SATURDAY, the roth May, at Noon

For further particulars regarding FREIGHT and Passage apply to the Peninsular & Oriental STEAM NAVIGATION COMPANY'S Office, Hong-The Contents and Value of Packages are re-

quired to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading

P. & O. S. N. Co. Office.

THE British Steamship

Company and other Steamers.

Vancouver, B.C. Freight will be received on board until 4 P.M.

lay previous to sailing. For information as to Passage or Freight,

U. S. MAIL LINE.

FRANCISCO.

THE U.S. Mail Steamship

THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for trans-

Imperial Chinese Customs, to be obtained on application.

Freight will be received on board until 4 F.M.

MADRAS, CALCUTTA AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamable Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until

E. L. WOODIN, Superintendent

Hongkong Sth May 1888.